

# latitude 38





**YACHT TENDERS  
AND DINGHIES**

**SMALL BOAT SALES**

**LIFE RAFTS AND  
SAFETY EQUIPMENT**



**SAILMAKERS**

**CUSTOM MADE SAILS  
SAIL COVERS**

**REPAIRS • SUPPLIES**

**JOHNSON & JOSEPH  
COMPANY**  
*ESTABLISHED 1851*

*"Experts in the Ways of the Sea"*  
**Keeping You Sailing is Our Business**  
**OAKLAND SAN FRANCISCO SAN DIEGO**

**HARDWARE**

**BLOCKS, HOOKS, EYES,  
THIMBLES, SHACKLES,  
TURNBUCKLES, ETC.**

**PRESERVATIVES**

**PAINTS  
& COMPOUNDS**

**MARINE**

**ELECTRONICS**

**SALES • REPAIRS  
INSTALLATION**



**SAILING COSTUMES**  
**IN ALL THE  
LATEST FASHIONS.**

**FOUL WEATHER GEAR,  
SPERRY TOP-SIDERS**

**NAUTICAL GIFTS**

**OFFICIAL MARITIME**

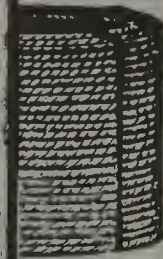
**CHARTS**

**AND PLOTTING TOOLS**

**COMPASS  
ADJUSTER**

**Instrument Repair**

**CLOCKS - SEXTANTS  
INCLINOMETERS**



**NYLON  
POLYPROPYLENE  
DACRON**

**ROPE**

**IN FULL COILS  
OR CUT TO SUIT**



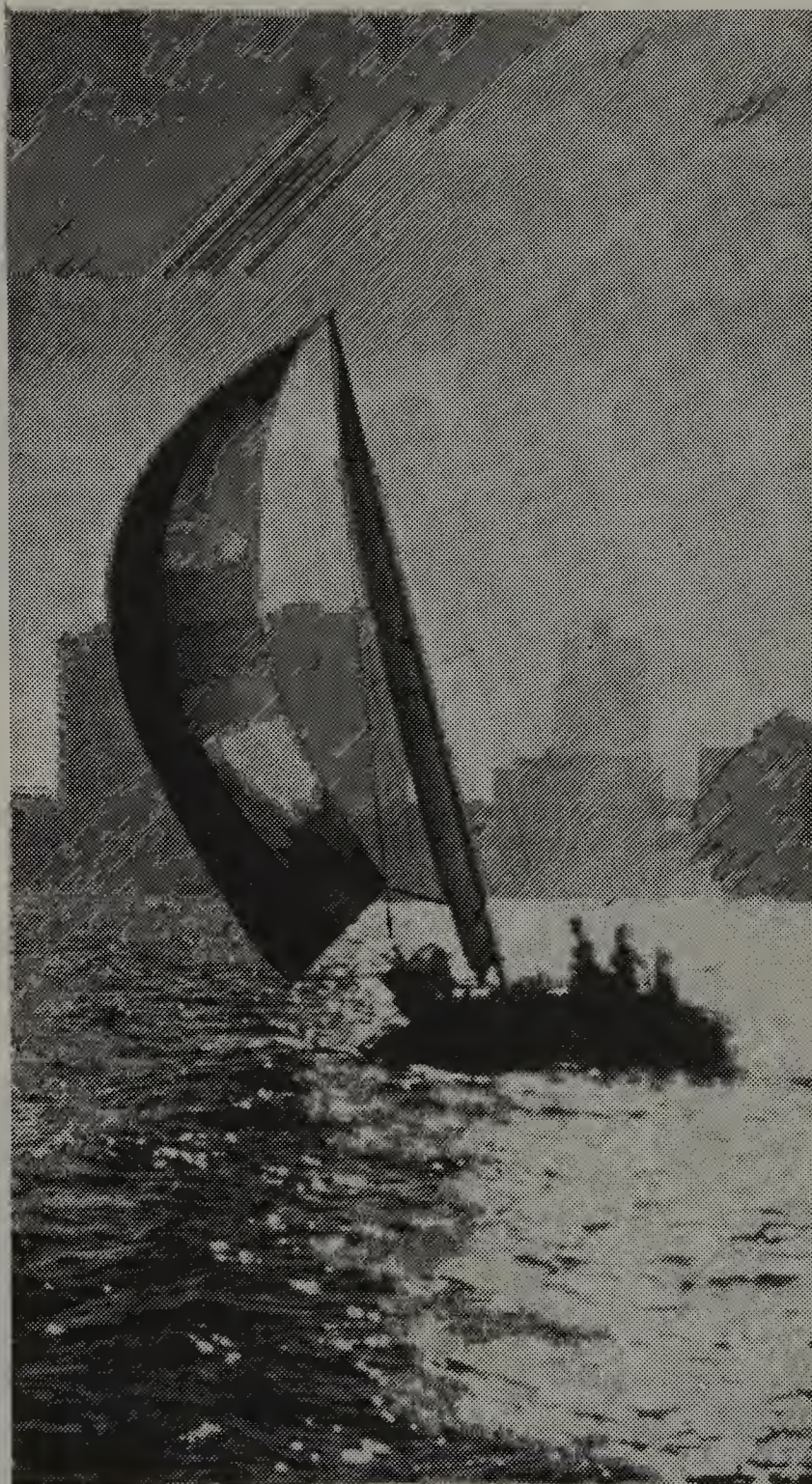
# EXQUISITE CUSTOM SAILS

'Bodacious' started her unique career on San Francisco Bay by winning her sea trials. She did this by demolishing her competition. (She demolished our competition, too.)

Her caprious ways continued with such stories as winning races and being declared lost at sea.

The latest story is that, under a new owner and name, 'La Buena Vida' won the prestigious Hot Rum race. This is the first time in many years that the hottest yachts from San Diego had been made to bow to a small stranger. (It was also one of the few times that the hottest sails from San Diego had been made to bow to the sails from a strange loft).

What's next, La Buena Vida? It's good to hear from you!



\*BODACIOUS on San Francisco Bay.

415/444-4321

## Richards and van Heeckeren

SAILMAKERS ON THE EMBARCADERO AT SIXTH AVE., OAKLAND, CALIFORNIA, 94606

\*Powered by Pineapples.



Behold...

# The Ship To Launch A Thousand Dreams

Do you dream of a life at sea, of a land and culture beyond the horizon?

Now there's a sailing ship built to take you anywhere in the world in a style to which you've become accustomed. She's exquisite, she's rugged, and she can make you captain of your dreams. Until the Westsail 43, only large custom sailing yachts could give you cruising range, performance, safety, and living quarters such as these. In limited production, this fine sailing ship is custom constructed for each owner, yet she is a proven design with several sister ships that have rounded the world in proud service for their owners, and she is easily handled by only two people.

As the reward for your lifetime of success, as the reason for the rest of your life come see and sail a Westsail... and learn to know the pleasures of the sea.

CRUISING CENTERS: (714) 675-5190 (415) 332-5212 (206) 285-6230 (617) 631-2900 (203) 853-4744 (301) 267-9770 (919) 256-4597 (305) 523-1434 (713) 334-2911 (416) 223-7961

## Westsail Cruising Center

332-5212

108 Caledonia Sausalito

## CONTENTS

6

editorial

8

calendar

12

sightings

16

passage

18

sail shape

19

appeal

20

bird

22

sea saga

29

beware

32

changes in latitudes

38

near the end

*We cannot be responsible for any editorial contributions, but we do encourage them. We are interested in those contributions that relate specifically to the northern California sailor. We also welcome photographs. Black and white photos are preferred since they have superior reproduction qualities. Mail all submissions to Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965. Please enclose a stamped self-addressed return envelope.*

Copyright © by Latitude 38 Publishing Co.

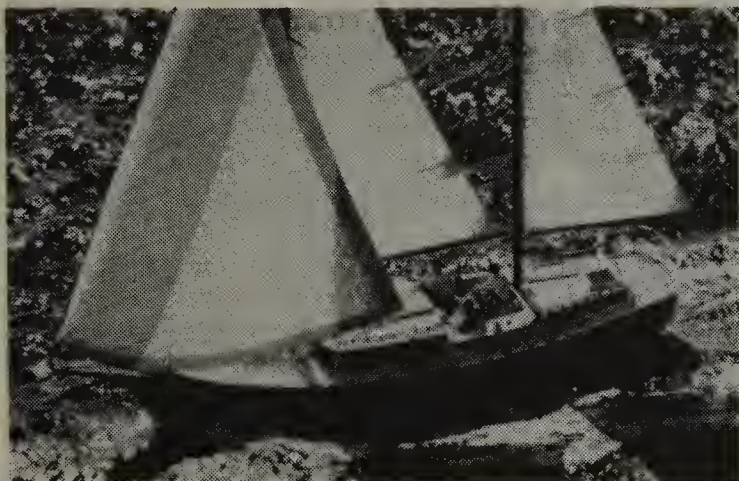


# SAILBOATS/ SAUSALITO

2660 BRIDGEWAY, SAUSALITO, CALIFORNIA 94965 / TELEPHONE (415) 332-5400

## ISLANDER! PERFORMANCE & ELEGANCE

*Sail Before Buying!*



**SAIL THE FREEPORT 41**

A live-aboard classic. Stand-up engine room. Walk-thru to huge master stateroom. There must be a reason why we've sold eight in only six months...from \$57,885.



**SAIL THE NEW ISLANDER 32**

The new yacht for lovers—lovers of performance, comfort and elegance. A  $\frac{3}{4}$ -tonner. Sleeps six in sumptuous surroundings...from \$30,000.

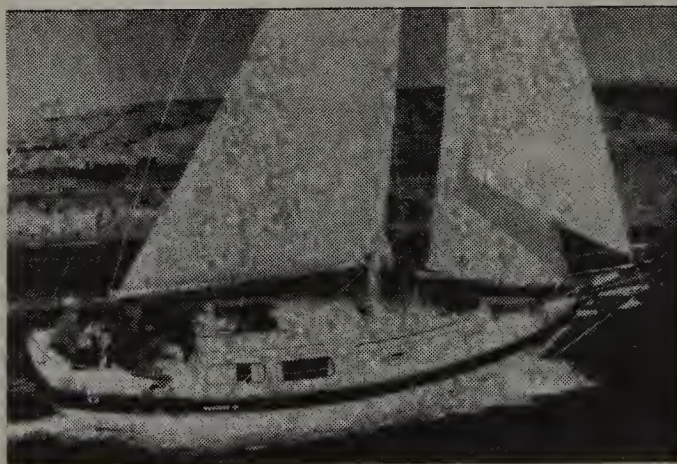
## DOWN EAST! QUALITY & TRADITION

*Sail Before Buying!*



**SAIL THE DOWNEASTER 38**

Cruising craftsmanship is built into this unique blend of traditional look and modern interior design. Solid. Dependable. Spacious. The best of the long-range cruisers...from \$49,500.



**SAIL THE DOWNEASTER 32**

A product of sea-tested cruising experience by blue-water sailors. Built to an uncompromising standard of excellence. Perfect for the cruising couple...from \$38,900.

**BROKERAGE: OVER 30 USED SAIL AND POWER**

**ISLANDER 26, 28, 32, 36, 41**

**DOWNEAST 32, 38, 45**



# ★ HELMSMAN YACHT CENTER ★

Your CAL-BOAT dealer for the Monterey Bay Area. Most models on display at the Santa Cruz Yacht Harbor.

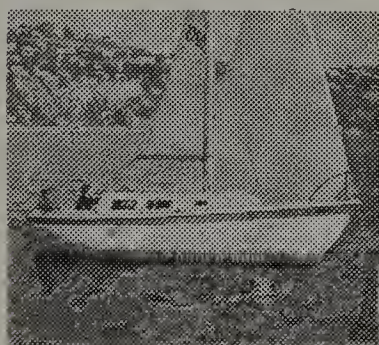
## CAL-BOATS '77



### CAL - 2-27

Base Price  
\$13,625

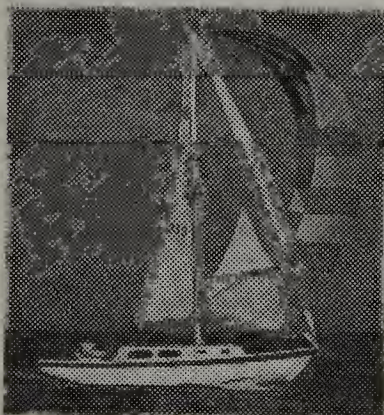
Full head room, 6'4" bunks, large cockpit. Fast, comfortable family cruiser.



### CAL - 29

Base Price  
\$23,590

An all-around racer/cruiser. A very popular boat on the bay. Cruising version available with diesel engine, pedestal steering.



### CAL - 34 MK III

Base Price  
\$31,150

All new interior & deck plan. Diesel engine and pedestal steering included in base price.

Here soon the CAL-39, a Bill Lapworth design for people who know boats.



# ★ HELMSMAN YACHT CENTER ★

275 LAKE AVE. SANTA CRUZ, CA 95062 (408) 475-8533

## EDITORIAL

Who needs another yachting publication? After all, Yachting, Sea, Sail, Sailing, Pacific Skipper, Cruising, MotorBoating, Rudder, and Bay & Delta Yachtsman are published every month.

We think the northern California sailor needs one. We have the crazy idea that the more we're informed about sailing in our magnificent waters, the more we'll enjoy the sailboats we own. We have found that other publications don't provide adequate northern California sailing coverage, because they are primarily directed to other sailing areas and/or other forms of marine recreation.

We feel the northern California sailor deserves better, and we're going to try and give it to you. Free. We hope you'll like it, and that it might make your sailing a little more enjoyable.

If you'd like, there are two ways you can help us. The first is to share your news, information, stories, opinions, lies, and photographs with us, so that we may share them with the rest of the northern California sailing community. We'll pay you as well as we can.

The second way you may help us is by telling our advertisers that you saw their ad in Latitude 38. A mere mention of our name will help us in our efforts to keep you informed and amused.

We can't promise you the greatest sailing publication because we are neither the greatest sailors nor the greatest publishers. We can promise you we'll try and make Latitude 38 interesting, different, and sometimes funny.

Latitude 38 will be distributed on the 15th of each month. Look for it at boat dealers, chandleries, sailmakers, marinas and wherever sailors gather between Monterey and the Delta. Latitude 38 is free, but a subscription form is included in this issue if you wish to have a copy sent to your home.

We hope you enjoy reading Latitude 38 as much as we enjoy putting it together.

## latitude 38

Richard Spindler - Editor & Publisher  
Kathy McCarthy - Advertising Manager

Post Office Box 1678 Sausalito, California 94965  
(415) 332-9520

*The Northern California Sailing Sheet*



# DISCOUNT BOAT SUPPLIES



**ACR** **olin**



DANFORTH **C-Q-R**

BECKSON Kenyon **VIKING**

**JIM-BUOY**



**DAVIS**



**RAY JEFFERSON**

Aquameter Interlux Forespar **RITCHIE**

**Macbean**



**HARKEN SIGNET BARLOW LEWMAR & Many other top brands!!!**

## NEW FORESPAR WHISKER POLE

For boats over 30 ft. New pin locking device. 12 to 22 ft. in 1 ft. increments. 3" O.D. Model ADJ12-22. List \$165- WCR \$139.95



## "FIRST MATE" AUTOPILOTS

For wheel. Model WP-6 List \$589- WCR \$518



## RAY JEFF DEPTHSOUNDER

Model 5600 WCR \$319.95



## ANCHOR PACKAGE BOATS TO 30 FT

Viking 30-S anchor. 200 ft 1/2" nylon. 15 ft 1/4" chain. Assembled. List \$148.50 WCR \$93.95



## NEW OLIN 12 GA FLARE GUN

List \$18.95- WCR \$15.95

## MANUAL WINDLASS

Simpson-Lawrence 510. List \$246- WCR \$215



## GUSHER 10 BILGE PUMP

List \$59.95 WCR \$49.95



## CQR ANCHORS

25 lb. WCR \$132  
35 lb. WCR \$146  
45 lb. WCR \$172



## ACR M.O.B. STROBE LIGHT

Model 565. WCR \$55.95



## AUTOMATIC LAUNCHER PACKAGE

List \$223- WCR \$185



**Palo Alto Store  
or Mail/Phone  
Orders. Shipping  
Free\*. 24Hr. Svc.**

**SEND \$1 FOR NEW 1977 CATALOG**

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

\*For orders over \$20 on most items.

Orders shipped within 24 hours. Ask about Additional Discount for Single Orders Over \$500.

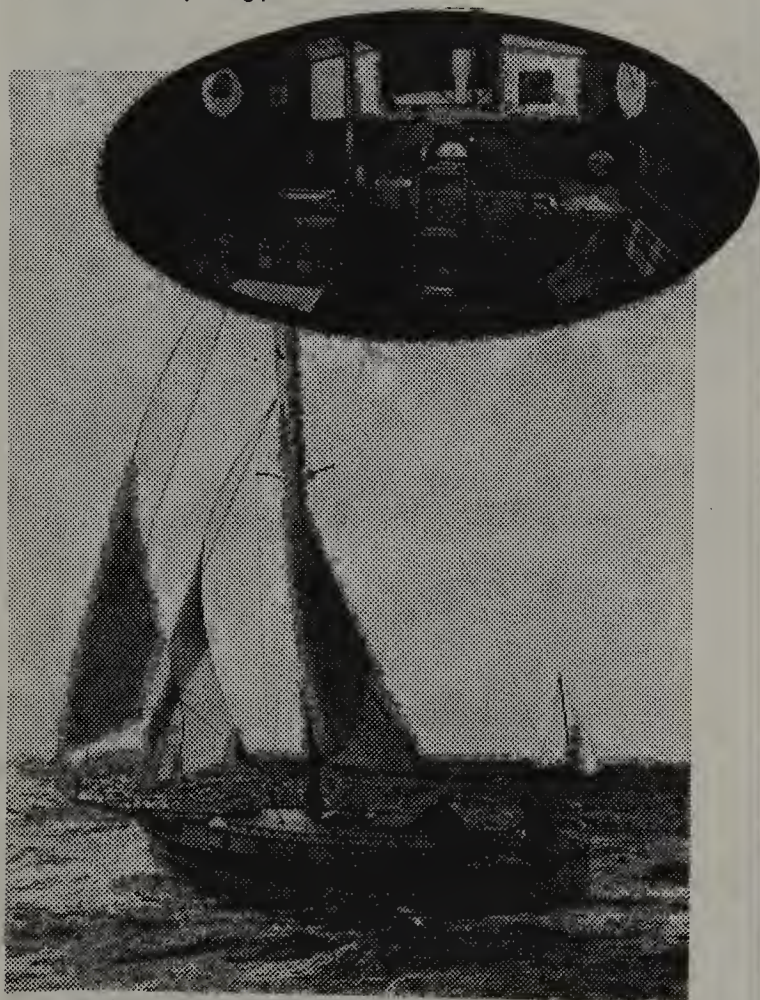
# WEST COAST ROPES

850T SAN ANTONIO ROAD ☐ PALO ALTO, CA. 94303 ☐ (415) 494-6660 ☐ OPEN MON. - FRI. 9-6 ☐ SAT. 9-5



# THE WILLARD 8 TON

The sophisticated expertise of Willard Yachts is inherent in the uncompromised quality, superior sailability and seakeeping of the Willard 8-Ton Cruising Cutter. Her features and details are far too extensive to list here. But, if you're serious about cruising anywhere in the world, look into the Willard 8-Ton. It could be everything you've wanted and it's everything you will ever need.



The WILLARD Company — builders of fine custom and production yachts for over 20 years.

When the United States Coast Guard wanted a builder for their 22-knot patrol - rescue - fire-fighting vessel, they came to the Willard Company. They came to Willard because of their 20 years experience in building large and small, commercial, private, and military vessels and their ability to meet the standards of the American Bureau of Shipping. Willard has produced custom and production fiberglass yachts ranging from 30' to 120' — a wider range than anyone else in the country.

So when you want a deep sea trawler or a world ranging sailboat or perhaps a fleet of high speed patrol boats, do as the U.S. Coast Guard did.

*Sailboats Inc.*

EMBARCADERO COVE OAKLAND 536-6760

## CALENDAR

**20** march

vernal equinox, commence rites of spring.  
fall in love, buy a boat, follow your whimsy.  
winds begin to blow.

**9** april

singlehanded race around farallons. 834-6877

**9** april

colin archer memorial race 254-2265

**16** april

alameda sailboat show afloat — mariner square

**22** april

folkboat worlds — st. francis & richmond  
yacht clubs

**24** april

opening day — don't act your age

**29** april

master mariner's regatta — s.f. bay

**20** june

transatlantic race — don't miss this one

**2** july

trans-pac — slide to paradise

**9** august

around-the-world race — enter early and often

*If you have any knowledge of any events, activities, races or race results that you would like published in Latitude 38, please drop a line to CALENDAR, Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965. Send it as early as possible, and we'll do our best to get it published as soon as possible.*

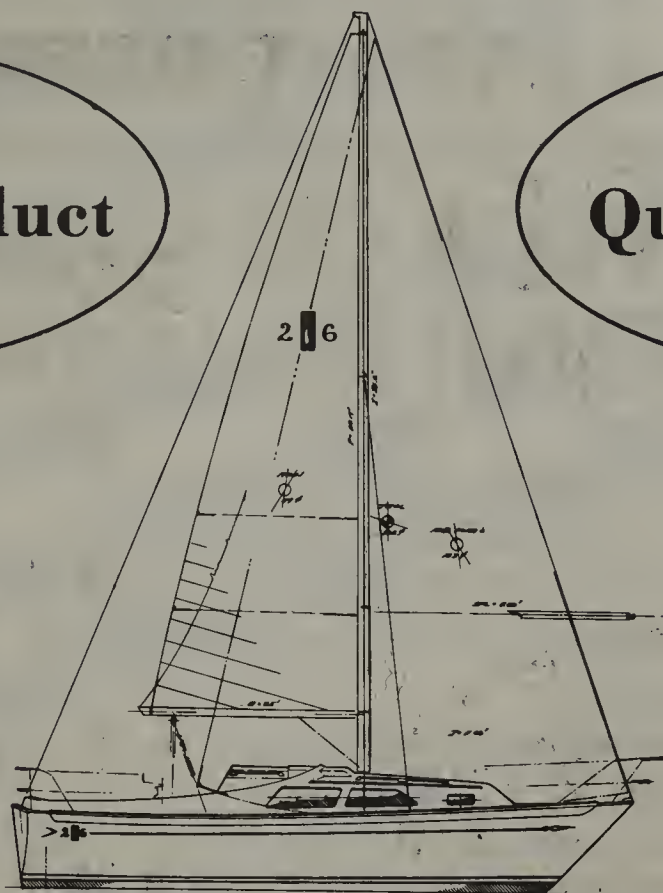


Islander Yachts'  
**Quality Product**

Don Wilson's  
**Quality Service**

*Inspect the elegant new*

**Islander 26  
&  
Islander 32**



*Robert Perry's Islander 26*

*See the renowned*

**Islander 28  
Islander 36  
Freeport 41**

**Don Wilson**

11 EMBARCADERO WEST - PORTOBELLO  
444-8717 OAKLAND

**Yacht Sales**

**New  
Spring  
Styles!**



**In  
Stock  
Now!**

*as always, the best selection in*

Marine Fasteners ★ Marine Hardware  
Foul Weather Gear ★ Tool Rentals  
Paints, Resins ★ Full Hardware

**ANCHORAGE**

**HARDWARE & MARINE, INC.**

**295 Harbor Drive Sausalito 332-2320**





# SURVIVAL & SAFETY DESIGNS, INC.

WHERE COMMERCIAL OPERATORS AND OCEAN CRUISERS SAVE.

## SAVE 20% ON MARINE EQUIPMENT & HARDWARE

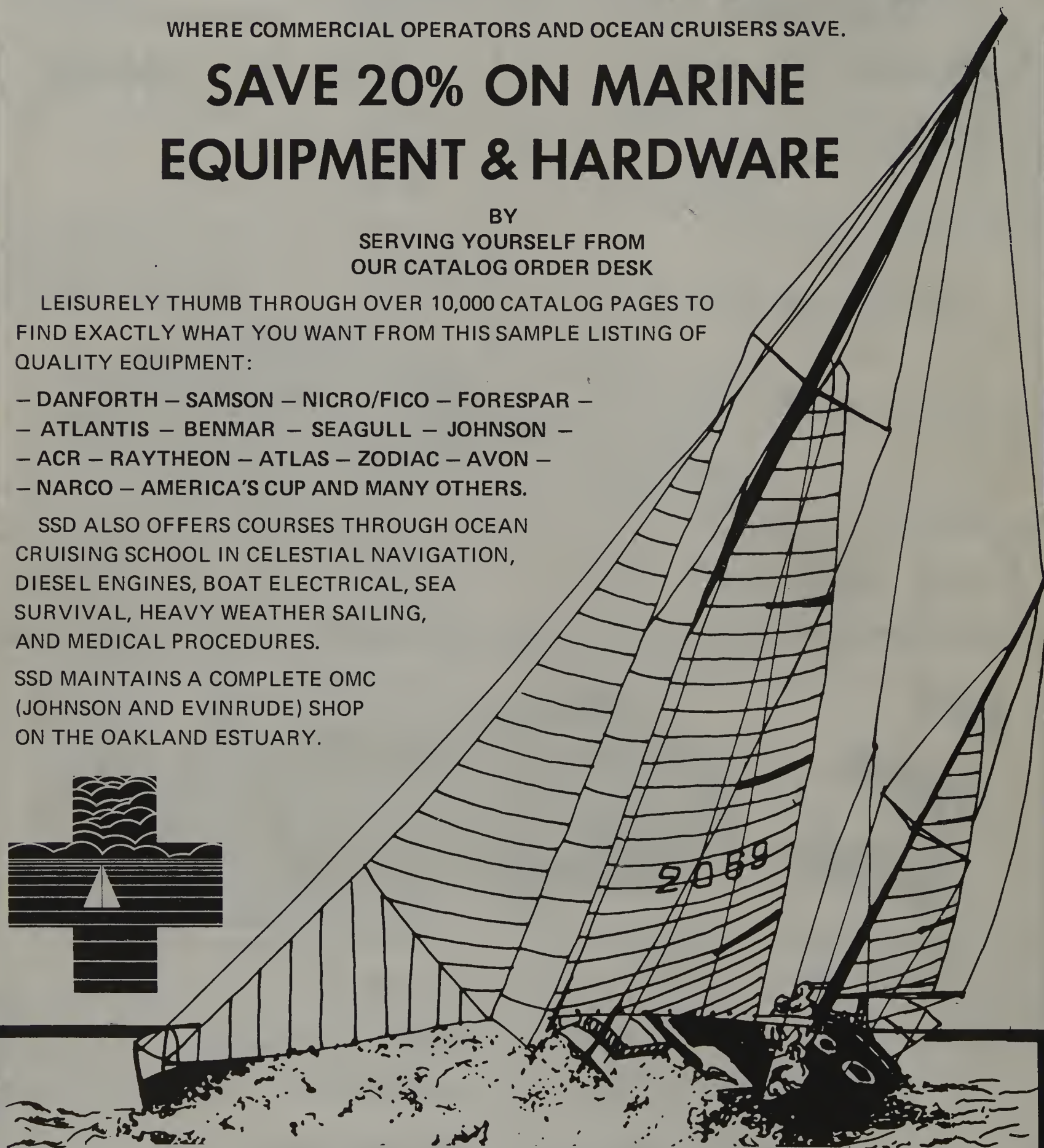
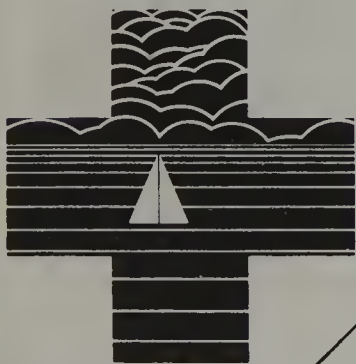
BY  
SERVING YOURSELF FROM  
OUR CATALOG ORDER DESK

LEISURELY THUMB THROUGH OVER 10,000 CATALOG PAGES TO  
FIND EXACTLY WHAT YOU WANT FROM THIS SAMPLE LISTING OF  
QUALITY EQUIPMENT:

- DANFORTH — SAMSON — NICO/FICO — FORESPAR —
- ATLANTIS — BENMAR — SEAGULL — JOHNSON —
- ACR — RAYTHEON — ATLAS — ZODIAC — AVON —
- NARCO — AMERICA'S CUP AND MANY OTHERS.

SSD ALSO OFFERS COURSES THROUGH OCEAN  
CRUISING SCHOOL IN CELESTIAL NAVIGATION,  
DIESEL ENGINES, BOAT ELECTRICAL, SEA  
SURVIVAL, HEAVY WEATHER SAILING,  
AND MEDICAL PROCEDURES.

SSD MAINTAINS A COMPLETE OMC  
(JOHNSON AND EVINRUDE) SHOP  
ON THE OAKLAND ESTUARY.



\* SINGLEHANDED SAILING RACE APRIL 9 — 10, FARALLONS

SSD'S TWO BAY AREA LOCATIONS

261 LOCH LOMOND DRIVE • SAN RAFAEL, CALIFORNIA • PHONE 454-4040

1 FIFTH AVENUE • OAKLAND, CALIFORNIA • PHONE 834-6877 or 834-6878

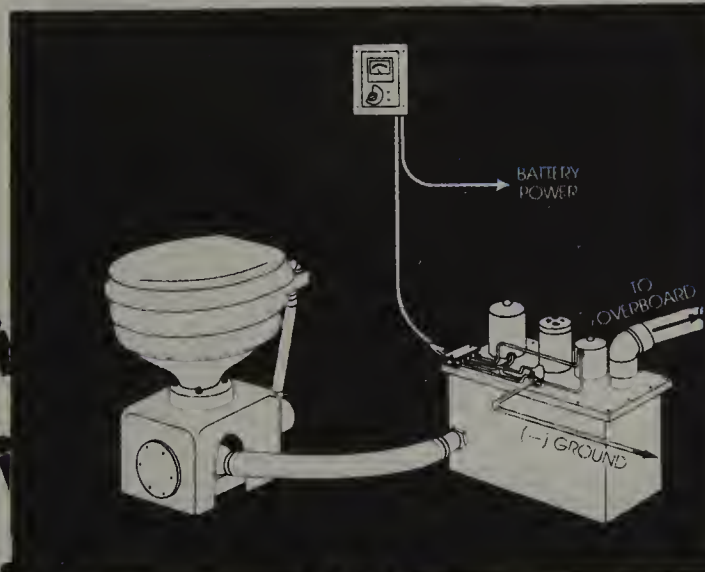
OPEN 9 — 5 SEVEN DAYS A WEEK



Catalina Marine Catalina  
 Marine Catalina Marine Catalina  
 Marine Catalina Marine Catalina  
 Catalina Marine Catalina Marine  
 Marine Catalina Marine Catalina  
 Catalina Marine Catalina Marine  
 Marine Catalina Marine Catalina

*"if it's below decks, we have it"*

Marine Catalina  
 Marine Catalina  
 Marine Catalina  
 Marine Catalina



## LECTRA SAN

Approved Overboard Discharge Waste Treatment System.

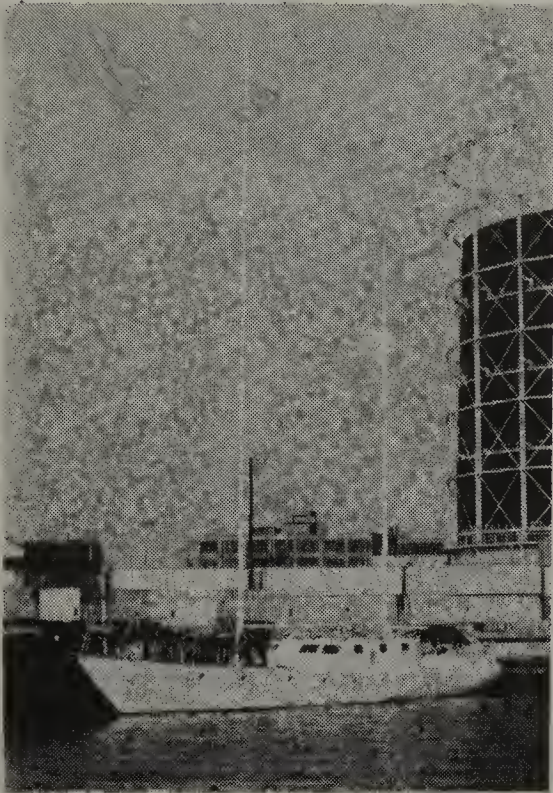
- Ideal for sailboats
- Small and light — 16 lbs.
- Easily installed
- Not affected by list or rough weather. Legal for its operable life if installed before the end of the year.

Buy now for the current price: \$470<sup>00</sup>

**CATALINA MARINE**  
 1313 EMBARCADERO  
 OAKLAND 94606  
 533-9293



# SIGHTINGS



This is the ketch **Infinity** that has been visible along the Estuary for some time. She is ferro and about 115 feet long, and reportedly has been under construction for less than 18 months. We believe it, the people around the vessel were far more intent on working than talking about the boat.

The rigging is massive and well-planned. The forward sections of the hull are very graceful for such a large sailboat. The house looks something like a bomb-shelter, and for all we were able to learn, maybe it is.

Sailors are demanding more and more conveniences on their boats and at dockside. Most new marinas recognize these desires and have had telephone hook-ups installed at every berth. If your marina doesn't have them now, the telephone company reportedly will not install them in the future.

How much does this added convenience cost, if you already have a hook-up at dockside? We had one installed last year at the bi-centennial price of \$37.50. No more. A friend just had one installed and the price had risen to \$150. The breakdown of the bill is as follows: \$25 deposit, \$28 standard installation fee, \$52 for the cord from the dock hook-up to the boat, and \$44 for the jack (very similar in appearance to a shore power jack) that must be installed permanently to your boat. No more running the cord through an open port. No permanent jack — no telephone your Mother in Detroit.

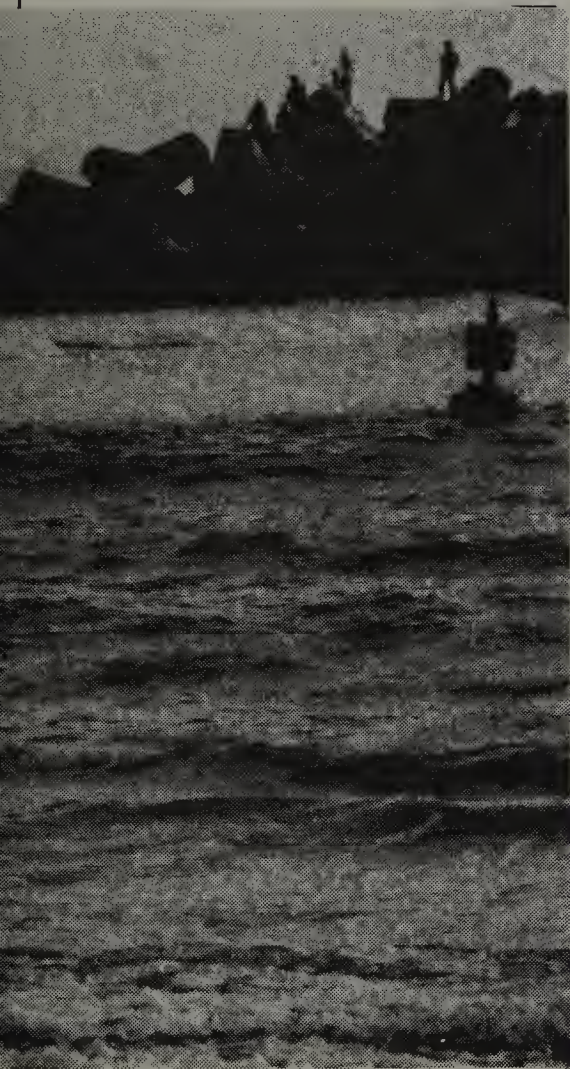
Regulations, you know.



In a Notice to Mariners, the Santa Cruz Harbormaster advises that the entrance to Santa Cruz Harbor is now totally shoaled and considered hazardous. The Port District has placed a total of six white, cylindrical warning buoys with orange diamonds and the words "Danger Shoals" in the harbor entrance. The Harbormaster's office maintains a radio guard on channel 12, 16, and 73 from 0800-1700 daily, and may be contacted for harbor entrance information. Coast Guard Station Monterey can also give information on harbor entrance conditions. As of March 1, even Hobie Cats could not enter the harbor.



A surfer, just barely visible between two powerboats, is locked-in on a beautiful wave curling off the West side of the Santa Cruz Harbor breakwater.



Ship of Fools. Warren Stryker has run aground, again. To quell the mutiny brewing on his *Bounty II*, Captain Stryker told his crew he had coconuts growing at the top of his mast. Naturally the crew forgot all about the dinner they were missing and commenced to holler at Warren. We're not that stupid, Stryker, they reportedly said, mumbling something about coconuts not growing in the winter. Warren told them he'd prove it, and the photograph catches him, looking very much like a monkey climbing for coconuts.

Things took a turn for the worse when Captain Stryker was forced to endure one of the worst indignities a sailor can suffer. He and his *Bounty II* were pulled free by a *powerboat*! The coconuts? Warren would have brought them down, he explained to the crew, but they weren't ripe yet.

Nice try, Warren.

Why not pay less? Several years ago private airplane owners banded together and got legislation passed that reduced the personal property tax bill on their aircraft. Assemblyman Dixon Arnett of Redwood City is introducing a similar bill to committee that would give similar benefits to boat owners.

Dixon's bill, AB-130 would standardize the personal property tax on a boat at 1.5% of the market value, which would reduce the tax rate in 53 of 58 counties in the state. The bill would also assure that 70% of the net proceeds would be used in the interests of boating. As it now stands, most of the tax money collected from boats goes into a general fund, where it is used to finance innumerable projects that have nothing to do with yachting.

The potential percentage drops are as follows: Alameda 54.5, San Francisco 53.6, Contra Costa 51.5, Santa Clara 48.1, Santa Cruz 43.3, and San Mateo 40.8. Think of the gear you could buy if your personal property tax was cut in half.



# MERLIN

**Merlin**, Bill Lee's new ultra-light downwind flyer, was launched February 24 at the Moss Landing Yacht Harbor. Like the Santa Cruz designer's previous boats, the emphasis is on speed, simplicity, and light weight. With an overall length of 67' and a beam of 12'6", she is a radical departure from the standard I.O.R. 'pumpkin-seed'. Merlin's hull tips the scales at a dainty 9600 lbs., and her ballast is a hefty 10,500 lbs. Fully rigged Merlin comes in at about 11.5 tons. Merlin is what ultra-light is all about.

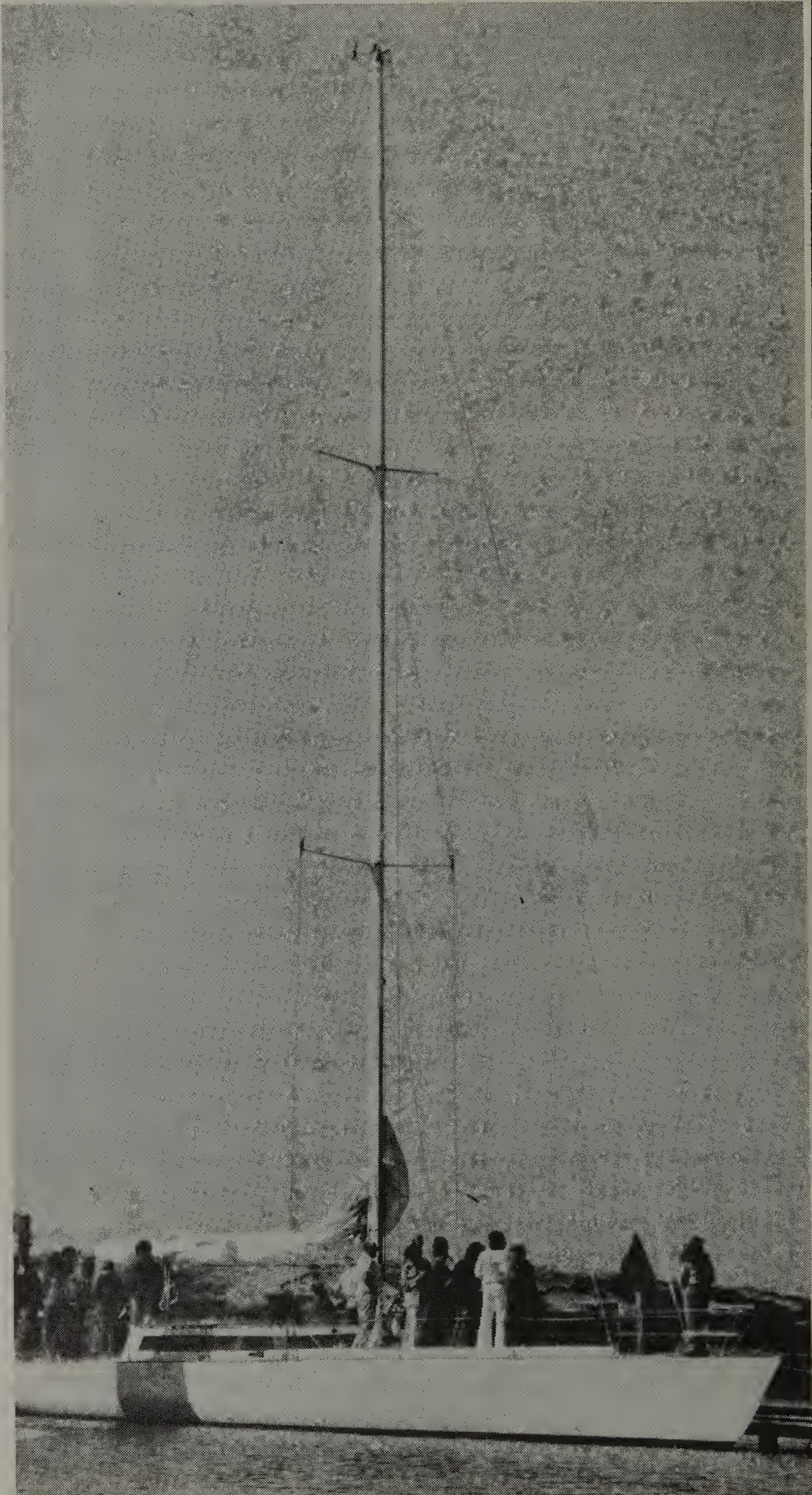
Lee's boat was built to compete in this year's Trans-Pac, with her sights set on **Windward Passage's** record run of 9 days and 9 hours, set in 1971. With a mast of 68'5" above deck, and 27' spinnaker poles on a boat so long and light, Merlin should certainly be capable of good speed downwind.

Designer Lee, whose boat **Chutzpah** won on corrected time in both '73 and '75, built Merlin in his Santa Cruz hilltop boatyard in only nine months. Four men worked on her, with additional help during the last few weeks. Since Merlin draws 8'6" she could not be launched at the shoaled Santa Cruz harbor, and was taken with her keel in place to Moss Landing. Her Sparcraft rig was dropped into place just prior to launching.

Below decks, Lee has emphasized simplicity, efficiency, and comfort. There are two quarter berths under the cockpit, a double bunk in the aft cabin, an efficient galley amidships, and a large table on top of the beer and water tanks. Because of her relatively short rig and light weight, Merlin requires a crew of only 8, rather than the normal 15 for a normal 'super boat'.

Merlin will make her ocean racing debut in the March 5 Ano Nuevo Race, which starts off Moss Landing. If she sails as fast as she looks, she may look forward to a successful racing career. As one observer put it, "There ain't much to slow her down. . ."

Photo and story by Jim Leach





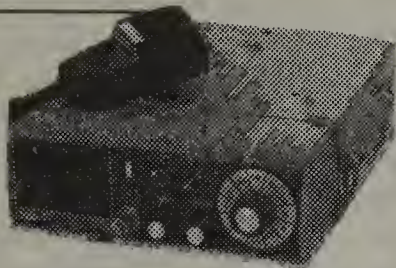
## Spring SPECIAL!

**RAYTHEON**

### 48 A VHF

25 Watts. Low cost, compact Radio-Telephone with 6 channels: 06, 16, 22A, 26, 28, 68, plus weather.

**\$399**

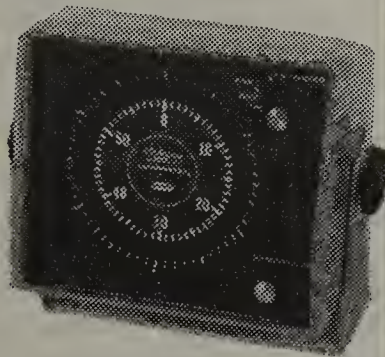


INCLUDES: 6 db antenna, with ratchet laydown mount, or sailboat antenna and 60' coax (heavy duty.)

### HOLIDAY 60/60

Depthfinder — 738L. A perfect flasher for fishing.

**\$189**



**MARITIME ELECTRONICS  
OF SAUSALITO**

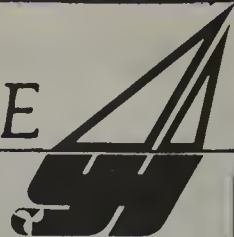
CLIPPER YACHT HARBOR

SAUSALITO

332-5086

## THE YACHT HOUSE

Exclusive Northern California Dealers for



**C&C  
YACHTS**

*World Leader in Yacht Design.*

*We feature the 24 - 26 - 29 - 33 - 38*

*also*

*Rafiki 37*

*The Blue Water Cruiser for under \$59,000*

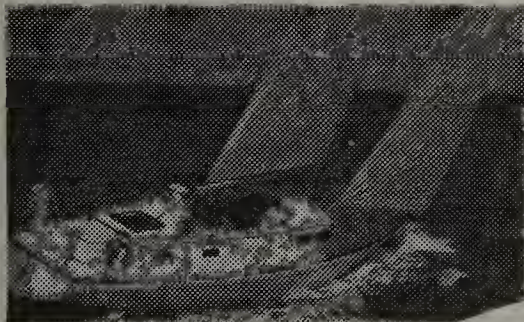
*Rafiki 35*

*Coaster, a well equipped cruiser under \$45,000*

*also dealers for Trojan and Silverton powerboats*

**1815 Clement Ave. Alameda, Calif. Phone 415-521-7200**

## Clipper Sails is proud to introduce the all new GulfStar 50 and the C&C designed Lancer 30



**GULF STAR 50**

Featuring Stoway Mast by Ted Hood. If you love to sail, you'll love being underway in 30 seconds.

The first mate will appreciate the finest finished yacht available today. You'll love the performance that inspired Ted Hood to choose the GulfStar 50 as his personal boat. Single handers will be ready to sail in 30 seconds. Adjust your sails to any wind & sea conditions instantly. Upon your inspection I am sure you will agree that GulfStar represents yachtings best value.

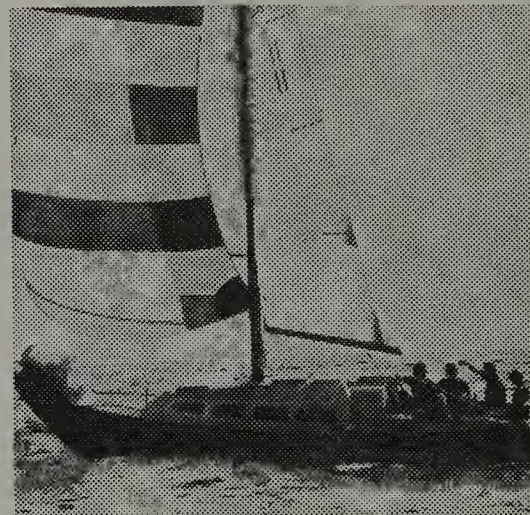
We invite you to inspect these fine yachts at our Mariner Square location.

LOA 29' 6"  
LWL 22'6"  
BEAM 9' 10"  
BALLAST 2300  
SAIL AREA 360  
DRAFT 4'6"  
DESIGNER C&C

LOA 50'  
LWL 39'8"  
BEAM 13'8"  
BALLAST 10,500  
SAIL AREA 895  
DRAFT 6'  
DESIGNER:  
V. LAZZARA



*Clipper Sails*



**LANCER C&C 30**

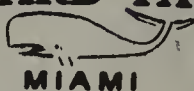
Don't let the low I.O.R. Rating (1/2 Ton) fool you. She is the most luxurious 30' sailboat afloat and guaranteed to get the wife's approval on her sumptuous accommodations. The cruising set will appreciate her performance, comfort and above all her stiffness.

2415 MARINER SQUARE • ALAMEDA, CALIFORNIA 94501 • (415) 522-6800



# Windward Passage

## WINDWARD PASSAGE



The night before the St. Francis Yacht Club's Big Boat Series last fall, sailors wandered among the glamour racing machines just to stare and wonder. Naturally, the crowd gravitated toward the bigger boats, the 73-foot ketch **Windward Passage** in particular. **Kialoa** was newer, bigger, yet those milling about that night seemed to feel a greater affinity for the slightly smaller **Passage**. Perhaps it was due to **Passage's** near legendary successes and failures in ocean racing history.

Although **Passage** wasn't designed until 1968, she was probably born in the frenzied finish of the 1965 Trans-Pac when Bob Johnson's **Ticonderoga** narrowly edged Cornelius Brunzeel's South African ketch, **Stormvogel**. **Ti** won by only five minutes in the 2,225 mile race, as both boats smashed the previous record held by the enormous ketch, **Morningstar**. Shortly after the race, Bob Johnson, intoxicated with victory and glee, wrote a letter to L. Francis Herreshoff, the designer of **Ticonderoga**, and proclaimed him an immortal of the sea with Columbus, Magellan, and others.

Even though the Herreshoff design had won, Johnson thought that **Stormvogel** might have finished first if Brunzeel had known his position more accurately, for it seemed to Johnson that **Stormvogel** held a slight edge in speed during surfing conditions. It was probably the possibility of losing the exciting duel (only 100 yards separated the boats with six miles to go) that lead

Johnson to seek out Alan Gurney to design the ultimate ocean racing machine. Alan Gurney did not let Bob Johnson down.

**Passage** started her career with an impressive record run in the 811-mile Miami to Jamaica race in 1969. Several months later she entered the Trans-Pac with a boat that was to become her arch-rival, **Blackfin**, the 73-foot Tripp designed, San Francisco based ketch. Johnson pushed **Passage** home in first position, with Ken DeMuese hot on his stern in **Blackfin**. As in 1965, both Bob Johnson and the second place yacht had shattered the previous elapsed time record.

**Passage**, however, was stripped of the new record when she was assessed a two-hour time penalty for a minor starting line violation. The penalty, perhaps the most controversial in yacht racing history, was just enough to award DeMuese and **Blackfin** the new Trans-Pac record. The result could not have given much satisfaction to either Johnson or DeMuese. Only a few months later that year, Bob Johnson was to die of a heart attack.

Bob's son, Mark, and many of the crew of **Passage** were not about to let the double tragedy signal the end of **Passage's** racing career. Just a year-and-a-half later, in the 1971 Miami to Jamaica race, **Passage** was to break an all-time ocean racing record, and regain some of her tarnished glory. Slashing through the waters in which she was built and named after, **Passage** was burying the knotmeter at 20 knots in bursts, and was consistently clocking 13 and 14 knots. It was reported that she

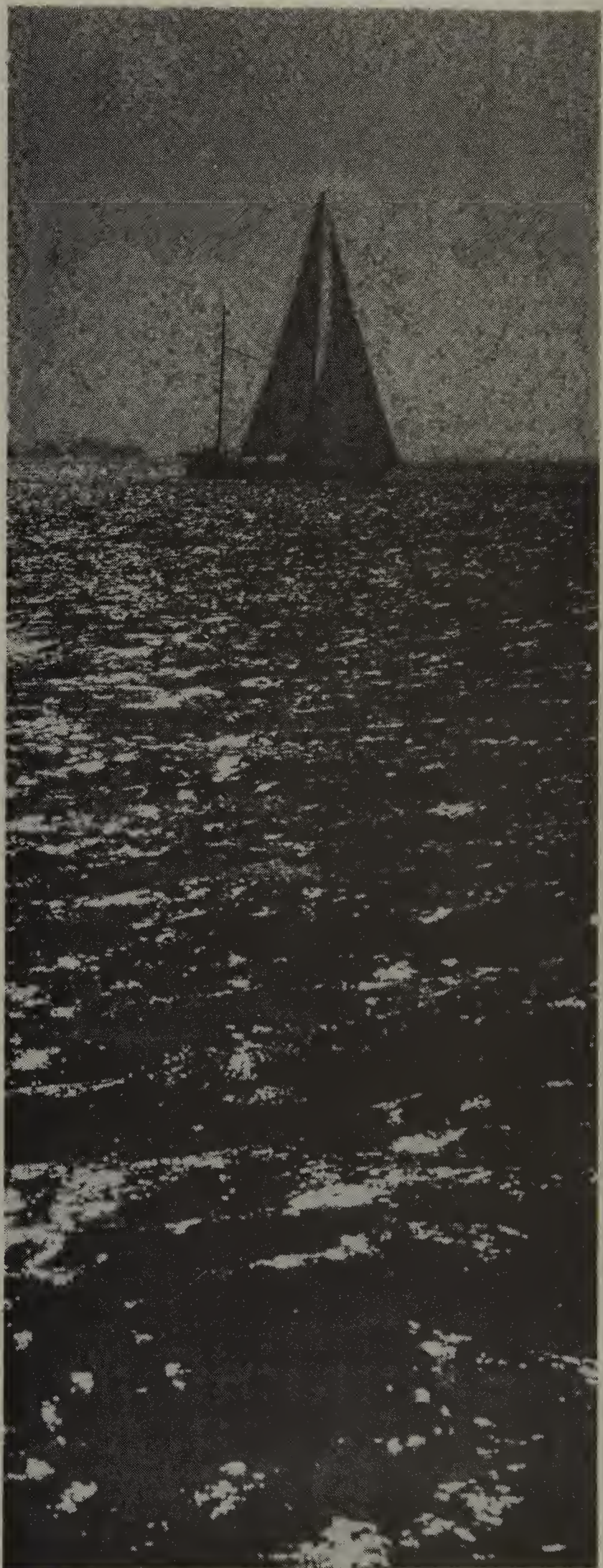


was tossing off bow waves up to 30 feet. Not only did she beat her own previous record of 1969, but she turned in the fastest average speed, 10.72 knots, in the history of regularly scheduled ocean racing. In her record run, Passage had shattered her previous record by over 30 hours, an incredible accomplishment in such a short race. Yet, there was still something missing, for Dave Allan's **Improbable**, a San Francisco-based, Mull design won on corrected time.

Later that year, Passage squared-off again with her rival Blackfin in the 1971 Trans-Pac, eager to revenge her protest loss. Passage got her revenge and more. Not only did she beat Blackfin's record, but she also eclipsed her own disallowed pre-protest time by 18 minutes. Blackfin finished 9 hours later, and the rest of the fleet, who had been expected to take corrected time honors, died, when the fates snuffed the usually reliable trades. There was no compromise this time, Passage had taken all the honors; the new record time, first to finish, first in her class, and first on corrected time.

Even more astounding was her feat of breaking the double digit average speed barrier for the second time. Her 10.02 knot average in the Trans-Pac was just short of her marvelous 10.72 knot average in the Jamaica run, a record that still stands. An average speed of over 10 knots had been achieved only once before in ocean racing history, 65 years earlier, when Wilson Marshall posted a 10.01 knot average with his 185 foot **Atlantic** in the Trans-Atlantic race. In five months, Passage had turned in the two fastest average speeds in the history of ocean racing!

For the last several months, Passage has been berthed at the St. Francis, having finished second to **Ballyhoo** and ahead of Kialoa and **Ragtime** in the Big Boat Series. Passage had been rigged with taller masts, and is expected to compete in this year's Trans-Pac. While Passage is still at the St. Francis, you might want to drop by and have a look. Imagine yourself at the helm, surfing at 20 knots, tossing off enormous bow waves, and heading for another record run with another maxi hot on your heels.





# SAIL SHAPE

Sail shape. Whether cruising or racing a well set sail is an aerodynamic joy. The emphasis here will be on sail shape for fast sailing but the principles are universal.

The headsail and main affect each other and so must be adjusted together. Telltales are essential. These are 8 inch tufts of yarn attached to both sides of the sail at varying heights along the leeches of the main and jib, and along the jib luff. When sail incidence is perfect all the yarns blow back evenly. If you are pointing too high or near a luff the windward tuft on the jib's leading edge will flutter upward; if you have fallen off too much or are stalling the lee yarn flutters; and if the fairlead position is too far aft the top windward telltales will break before the bottom ones, spilling air from the top of the sail.

Beating in light air requires a full jib. First, the halyard is eased to give the luff body. Next, the fairlead should be set aft to prevent the weight of the sheet and sail from pulling down on the leech. If possible the fairlead is best moved inboard. The sheet can then be let out until the sail almost luffs.

As the wind freshens the halyard is tightened; the fairlead moved forward to equally distribute the tension on the leech and foot of the jib, that is, when the boat is headed up into the wind it should luff evenly; and the fairlead positioned outboard to maintain a proper slot between the jib and main.

To trim the jib for a reach the sheet is slacked which automatically gives fullness to the sail. The halyard should be eased for even more fullness. The fairlead is best moved outboard to open the slot between the main and jib. On a broad reach, excess twist is reduced by placing the fairlead forward. Most boats are not set up for these adjustments to be convenient but serious racers know good sail shape is a "go fast."

The mainsail is shaped in parallel with the jib, keeping the slot between them open. For heavy and light air a sail that is cut flat is best — a full sail is desired only when power is needed, for example, in heavy sea conditions. In drifting conditions the sails have to be set to take advantage of any puff, if the main has a deep curve the wind cannot attach itself readily to the lee side of the sail since the airflow has too large a turn to make. In light air a flat sail is not a strapped in sail. The main should have some belly — a shape achieved by reducing tension on the luff and foot. First, ease the Cunningham, the tackle that pulls down the luff of the sail; then let go the outhaul until small wrinkles appear along the foot. If the luff needs even more belly ease the halyard, again looking for small wrinkles. As the wind increases, raise the halyard, stretch out the foot by taking up on the outhaul, and tighten the Cunningham.

The main traveler position and sheet tension allow you to fine tune the sail shape. For a fuller sail in light air, the

traveler is pulled to windward and light sheet tension is used. Real drifting conditions demand sail trim as if you were reaching, that is, the boom should not be over the centerline of the boat. A freshening breeze calls for a free leech and less full sail. To get this shape use more sheet tension, move the traveler to leeward and if possible, increase backstay tension. You will actually see the leech become freer as the battens cock less to windward. The middle battens should be parallel with the centerline of the boat.

On a reach and downwind a full main is needed — again, release Cunningham, outhaul, and traveler completely to leeward. Off the wind, the upper part of the mainsail tends to twist forward and spill wind, by putting tension on the boomvang you lower the boom, eliminating the power loss caused by twist and you also stretch the main to its fullest.

The Spinnaker, on a run, should look symmetrical, and fly high and full. The pole is set square to the apparent wind. Pole height is important — the general rule is to keep the clews level, raising or lowering the inboard as well as the outboard end of the pole.

There seems to be two different schools of thought about spinnaker trim on a reach. One advises keeping the sail flat as possible by easing the guy, so the pole almost touches the headstay and lowering the topping lift until clew and tack are even. They reason the lower position will stretch the foot, reducing camber. Another opinion holds that while reaching in high or low wind, especially if the jib is set, that the tack on a normal reaching spinnaker on a class boat can be slightly higher than the clew. It is suggested this opens the slot between spinnaker and jib, and eases the spinnaker luff flattening the chute. On any one boat you will have to evaluate the sail plan and cut of the spinnaker.

The spinnaker sheet is eased until one sees a slight curl along the luff (the pole side of the sail) and then trimmed until the curl just disappears. All changes in apparent wind demand adjustment of pole position and sheet trim.

In light air, lower the spinnaker pole way down, keeping the outboard end slightly higher than the clew. This positions the pole for a puff and keeps the luff from folding over on itself. Heavier airs sometimes mean the chute's effectiveness has to be reduced to prevent being overpowered. In this case make sure the halyard is fully hoisted. Both the guy and sheet should be led forward to pull the sail down, flatten it and keep it behind the main.

by betty adams



## westsailors: **HELP!**

Two-And-A-Half Fingers Max is driving us nuts! A year ago he traded in **Xenobios**, his Islander 36 for an Overseas 41 cruising ketch. Regretably, his racing ambitions did not disappear with his 36. Consequently the waterfront has been forced to endure Max's unceasing claims to racing prowess, and tedious descriptions of his ketch **Lily's** formidable sailing characteristics.

A week ago providence intervened with a bottle of rum. Half-snockered and relieved of any vestiges of common sense, Two-And-A-Half-Fingers loudly boasted that he was ready to squash any comparable vessel in a race. Recognizing an opportunity to silence the loquacious scoundrel we asked him if a Westsail 42 or 43 would constitute a comparable vessel, and if so, did he think Lily could take one in a race?

"Certainly," the rum and braggart replied in unison.

"Alright turkey," we replied, "Latitude 38 will create a race just for you, and we'll even provide 5 free dinners at a waterfront restaurant for the winning boat."

"It's a deal!" roared the rum in Max. (Actually, he would have preferred to back out, but the presence of several attractive women made that notion preposterous.)

We have him trapped. All we need is a benevolent Westsail owner who is willing to trounce this roustabout and win free dinners for himself and four of his crew. Westsailors, will you accept the challenge and gag "Two-And-A-Half-Finger's bellowing?

Here are the details of your mercy mission:

The race is set for May 1, and will begin at noon. The starting line will be a line directly beneath the Bay Bridge, between Goat Island and the next tower to the West. The contestants will then take the eastern sides of Yerba Buena and Treasure Island to port, then the west side of Alcatraz to starboard. Angel Island will then be taken to port, and the finish line will be a line between Peninsula Point and the Peninsula Point buoy at the west end of Raccoon Straits.

Since this race is for bragging rights and some good chow, certain rules will be strictly enforced: 1. You may have as many crew as the Coast Guard will allow on board. 2. You may use any sail you can beg, borrow, or steal, except for spinnakers. 3. Throwing winch handles at your crew when you are not doing well is discouraged. 4. Swearing shall be allowed only when necessary. 5. If neither boat finishes by May 15th, no prizes shall be awarded and both captains shall be subject to interminable ridicule. 6. The first Westsail owner to enter, write **HELP!** c/o Latitude 38, shall be the challenger. Those are the rules, respond quickly, stifle the howlin' Italian!

We're warm-hearted and don't want anyone to starve, so the loser will receive a \$5 gift certificate to McDonald's — they give change.

Since only two boats may participate in this particular race, we realize that many of you sharpies out there might try and sue us for discriminating against your chance to win dinner. Therefore, we invite you to submit your own challenge. We will provide the dinners and and maybe even print your mug in this prestigious journal. Challenges shall be judged on their rational and whimsical merits. For example, naming your wife or your 10-year-old as helmsman rates high; challenging a Cal 20 with an Ericson 35, does not.

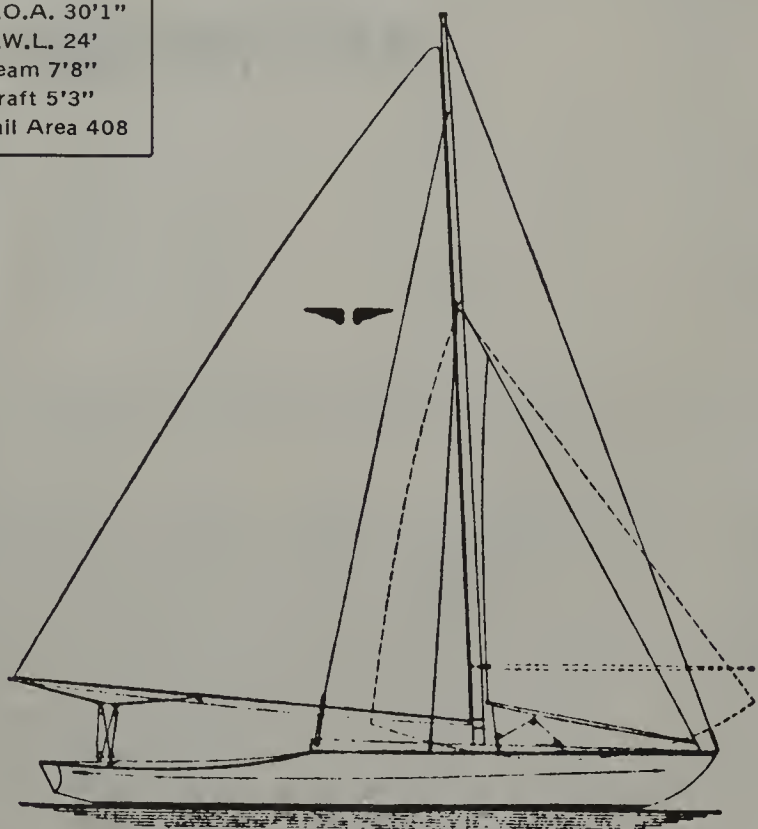
Submit your challenge to Latitude 38, P. O. Box 1678, Sausalito, Ca 94965. Your challenge should include what kind of boat you have, how many sails you have, what boats you wish to challenge and under what circumstances. Hot-shots need not apply, the only goal here is fun.

We'd like to do this once a month, would you?





L.O.A. 30'1"  
L.W.L. 24'  
Beam 7'8"  
Draft 5'3"  
Sail Area 408



# A BIRD

"Nothing sails like a Bird" is the motto of the San Francisco Bird Association. Owners howl the motto in justified pride when a Bird blasts through the chop of a dusty afternoon. Crew members, however, mutter the motto in vile reference to the gymnastics required to sail the little bugger. Somehow the Bird manages to mirror many of the peculiar qualities of the city of San Francisco. It's the kind of boat Emperor Norton would own, and hire Rose Mary Woods to crew. And win.

Fittingly, no one individual is guilty of the ultimate design of the Bird. The final lines terminated an evolutionary process that involved the professional services of two naval architects and the ultimate approval of an amateur yachting syndicate. Fred Brewer of the Madden yard in Sausalito drew up the original lines in 1923 for a syndicate at the San Francisco Yacht Club. One Bird was built at the Madden yard, and although the syndicate accepted it, they also decided to send the design to John Alden for modification. Alden suggested adding weight to the keel and made numerous other alterations. While the added ballast was accepted, many of the suggestions were overruled, but the Bird had finally become a Bird.

That Bird boats are very stiff is unquestioned. The ballast ratio is over 50%; 4800 lbs. on 9000 lbs. displacement. The mast has a short aspect-ratio, about 3 to 2. For a 30 foot boat, the mast is a very short 32 feet above deck, while the main boom is an astounding 20 feet, extending a short distance over the stern. Combine the heavy ballast with the short rig, add a small hanky for a jib, and you've got a boat with a strong preference for going through chop rather than over it.

The strict class rules call for a poor man's sail inventory. Besides the main and jib, a small spinnaker is the only other sail allowed. The jib is club-footed and the main, believe it or not, has no reef points. Deciding what sails to set on a Bird

PHOTOGRAPH BY DIANNE BEESTON



does not require extraordinary talent.

Sailing a Bird well does. The boom is low, only about a foot above the deck, so when the boom isn't try to remove your head, it is probably pouring spray down the back of your neck. Spray that Birds are overly prone to kick up.

Birds have running backstays that don't begin to come half





way to the stern, so jibing can be hard on both the boat and crew. Before the spinnaker can be set, the forestay must be unhooked and secured aft at the mast. Experienced Bird sailors suggest that it is a good idea to replace the forestay before beating back to windward.

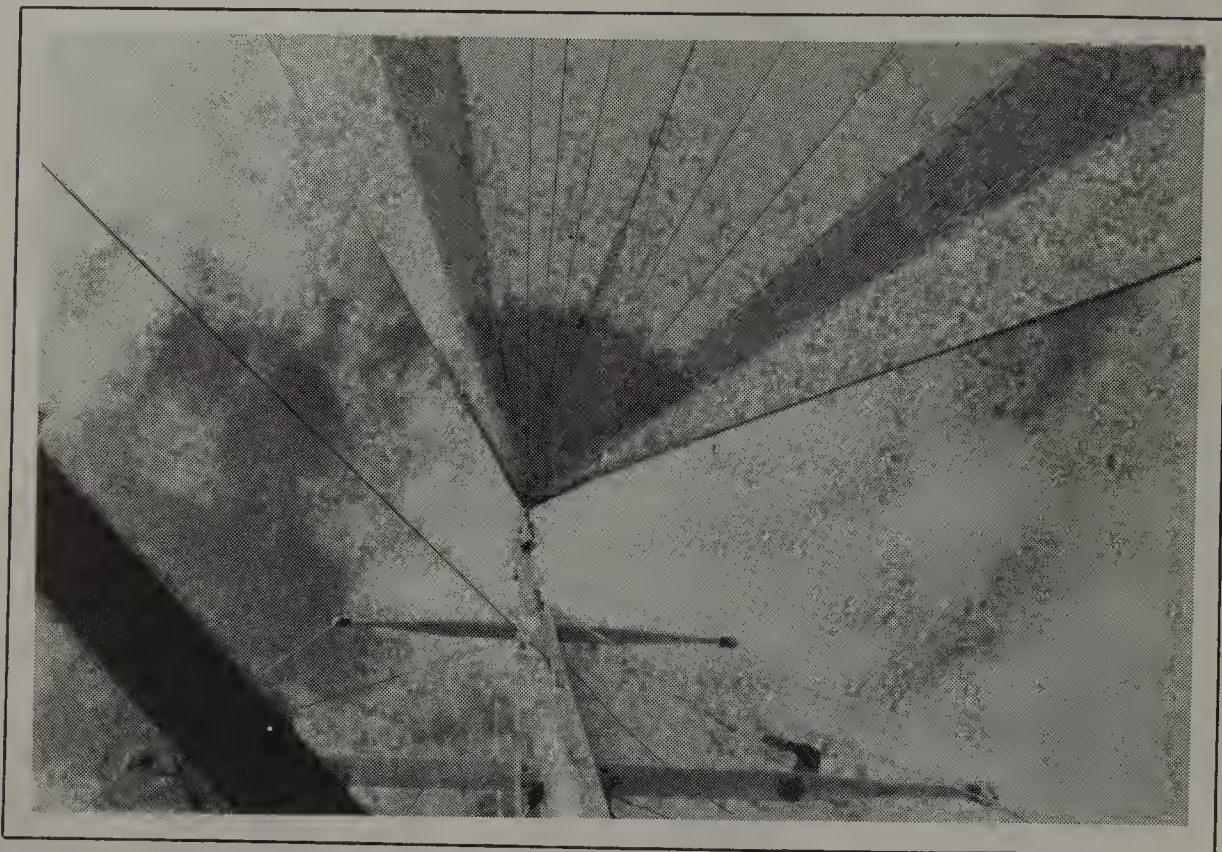
It is a tribute to something, which at the moment eludes

me, that 23 of the 25 Birds built are still sailing. That is probably a record unequalled for a class of wood boats built 50 years ago.

Recently, close to 15 Birds qualified the class to continue its status as a one-design racer. Sailors can only wonder if the infatuation with this enigmatic design will ever fade.



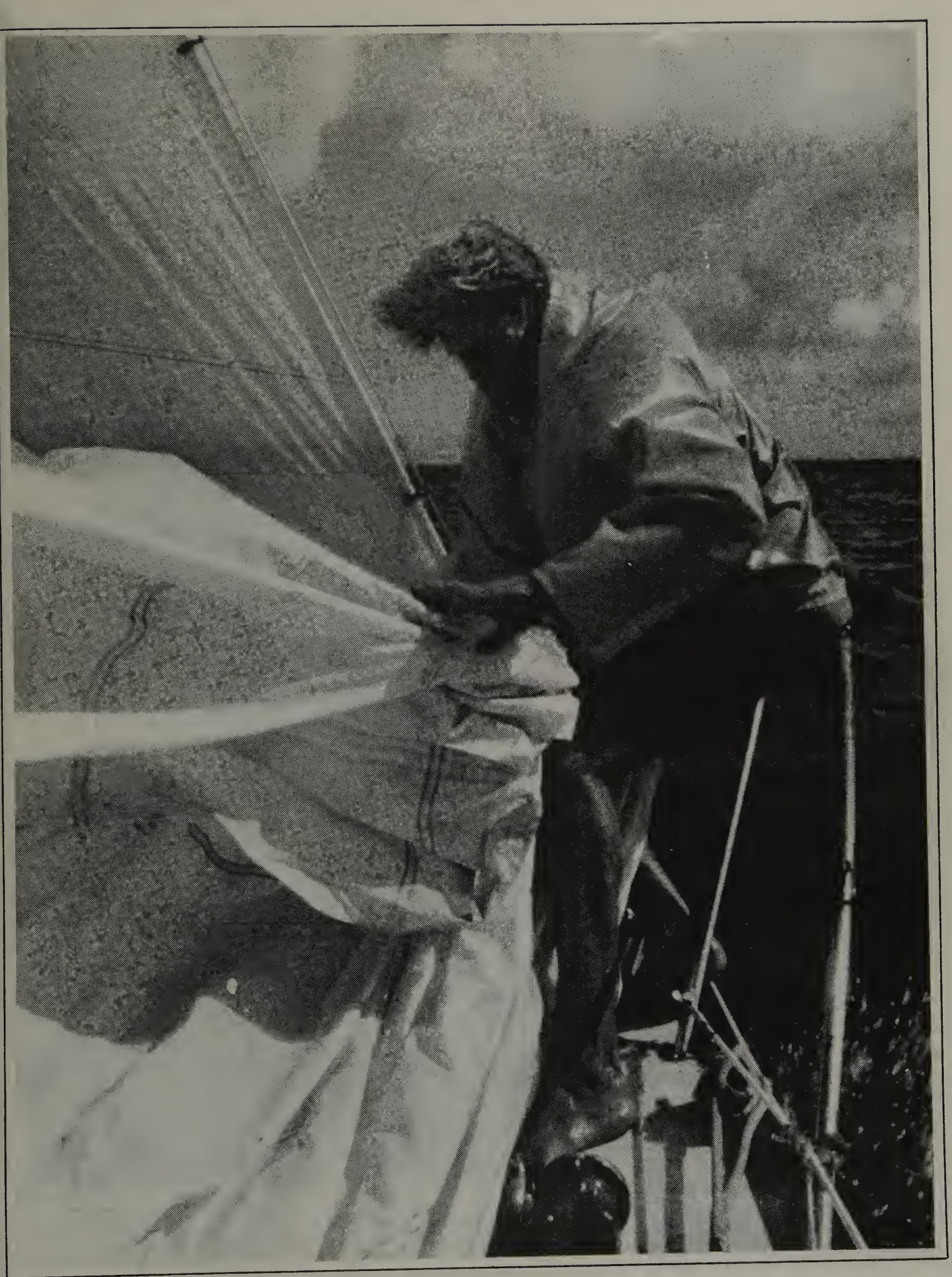
# SEA SAGA



a sea saga by joshua mills







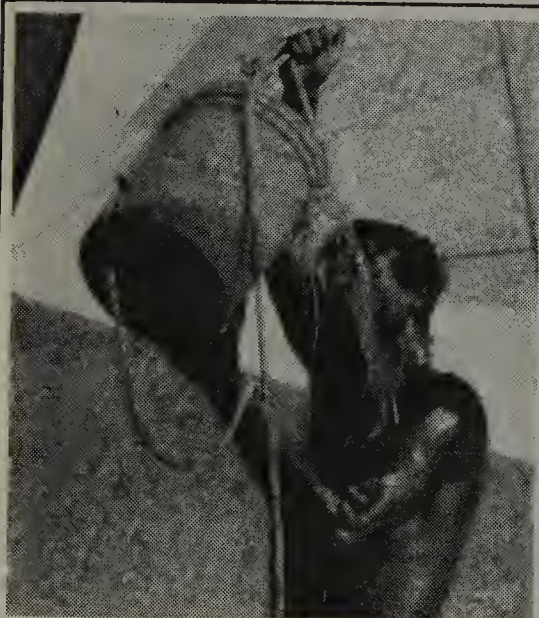
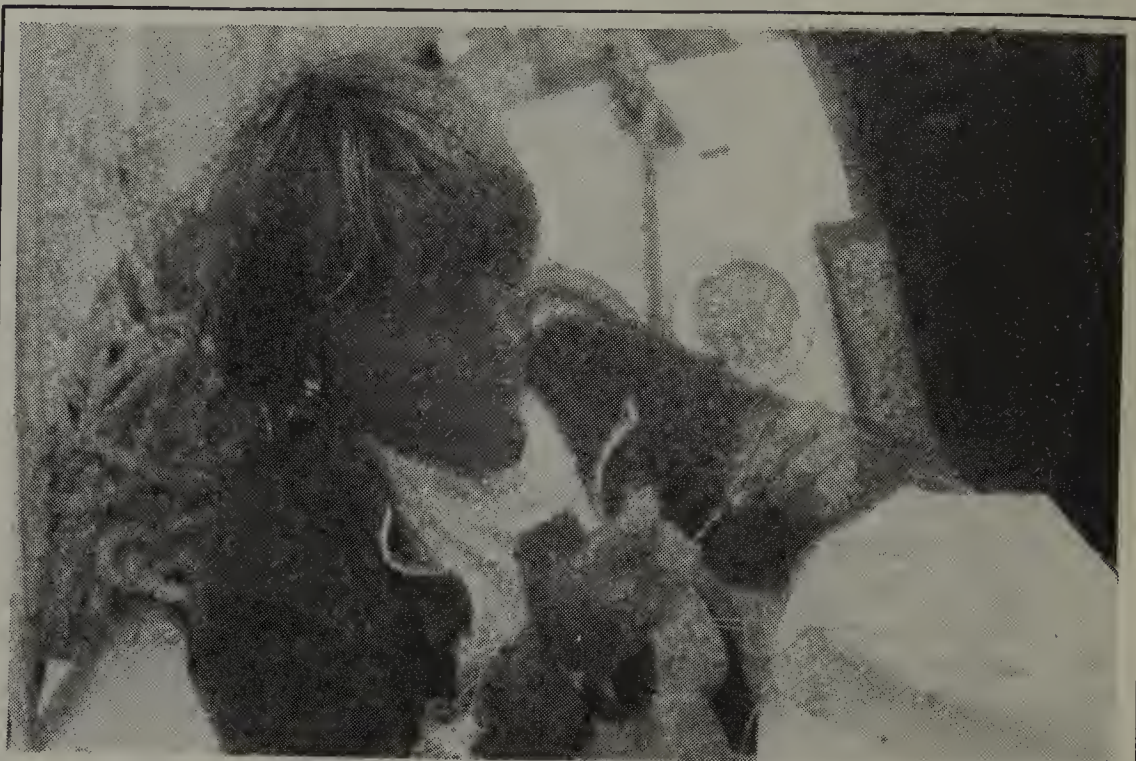


photographs by

**H**ow often have you sailed out beyond the Golden Gate and thought how nice it would be to just keep going? August 3, 1976 found **Silverheels**, my Islander 36, beyond the headlands, and this time the thought became reality, we were on our way to Maui.

A sail to Mexico had only wetted my appetite for long cruises, and when I started making noises about a Hawaiian voyage, the response from the prospective crew was so enthusiastic that it wasn't long before the boat was in top shape, loaded with stores, and ready to go. Having sadly underestimated the cost of preparation, the ship's coffers were nearly empty, but by this time the commitment was so deep that cancellation of the trip was out of the question. We decided to worry about the money later, and just get there for now.

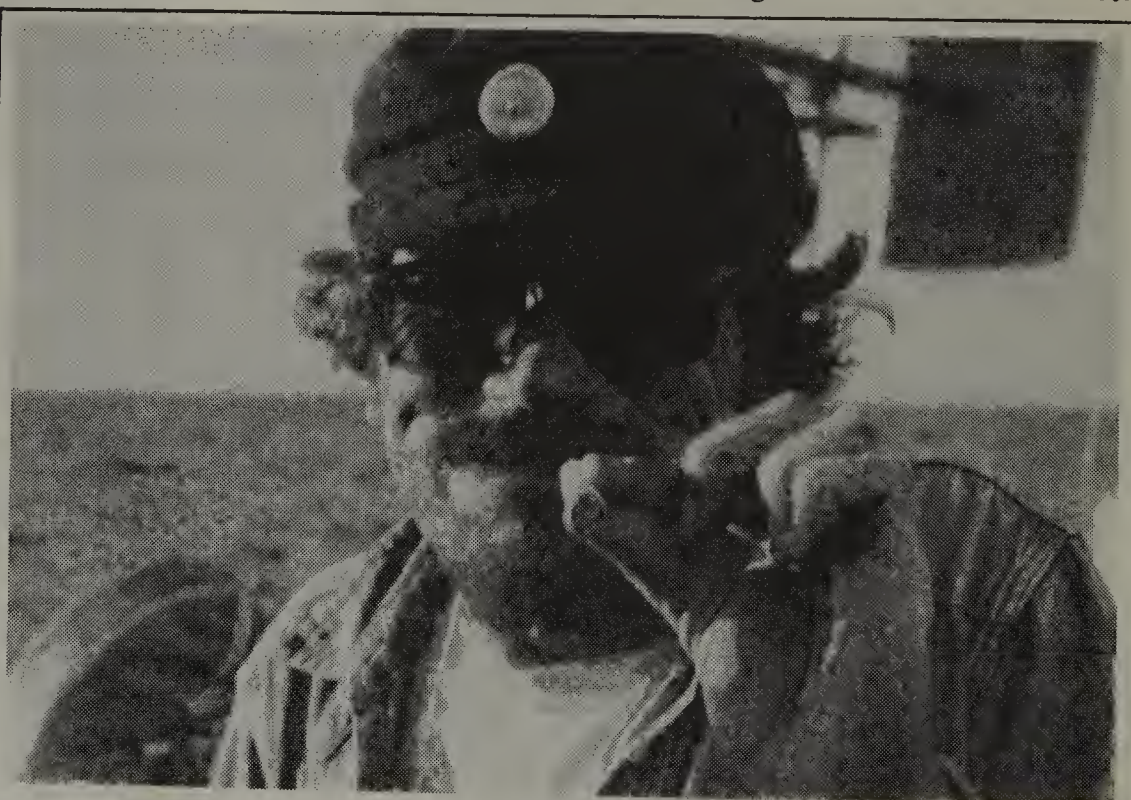
The inevitable light airs off the coast kept us to slow speeds, but gave us time to sort out the watches, and accustom ourselves to the sea. Soon the trades filled in as we went S.E. to skirt the high, and the seven of us were soon enjoying the fabled downhill slide of the



surfing 11-12 knots sometimes, but small enough to be relatively easy to control.

One week of sailing found us at the halfway point, and every thing had been

going so smoothly that something had to happen, and it did. Since we picked up the trades we had been experiencing squalls that would pass over with rain and wind gusts of around 10 knots



Hawaiian run. Since we were fully-crewed with a good fast boat beneath us, we decided to drive the boat hard, and make a passage to be proud of. Our spinnaker stayed up day and night, except when we had to drop it to take chafe prevention measures.

I had purchased a chute just for the trip; a 1.5 ounce, 85%, tri-radial, that was a perfect tradewind sail. It was large enough to move the boat swiftly,



# SEA SAGA

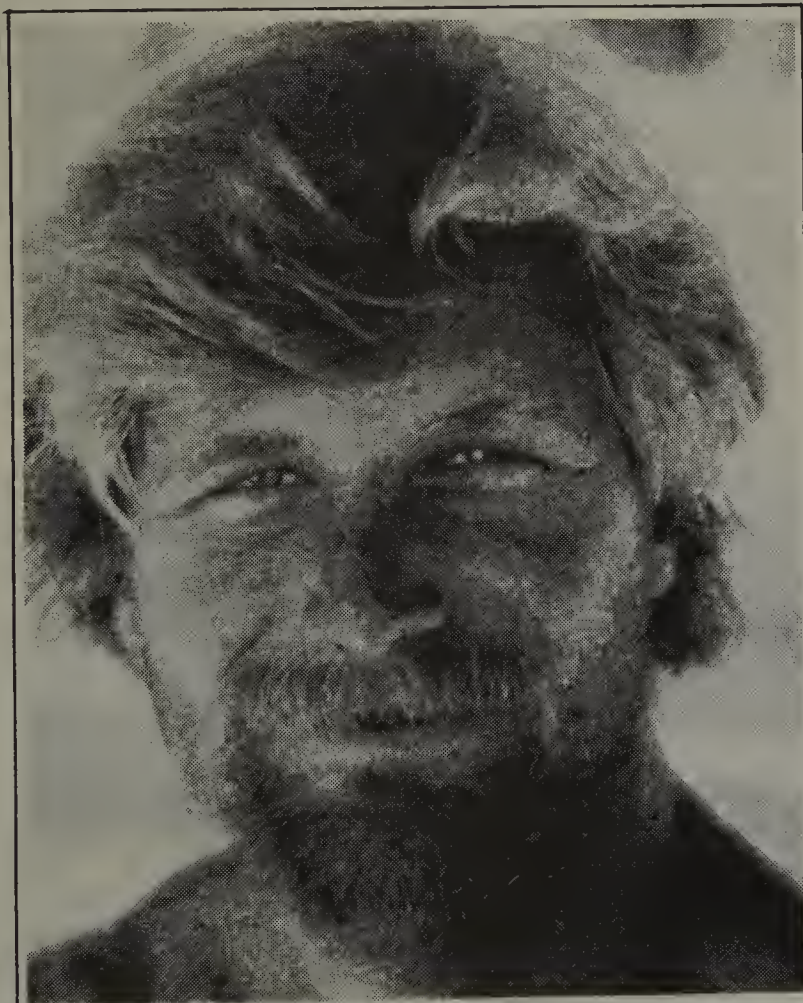
ian phereson

above the norm of about 25 knots. We had gotten so accustomed to them that another one coming up from astern caused no special concern, other than taking the stereo speakers below before they got wet.

As I was returning from this errand

to recover a little, then up to the fore-deck to hand the chute, which was now being lowered as quickly as possible, as you might guess!

As often happens in an emergency, while dealing with it, my mind seized on some incongruous aspects of the

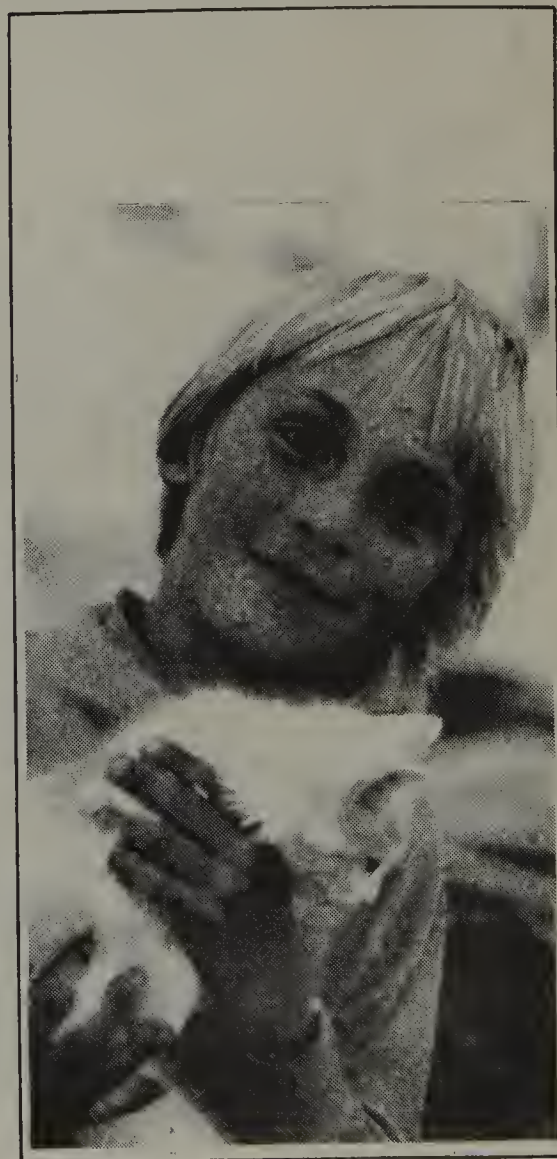
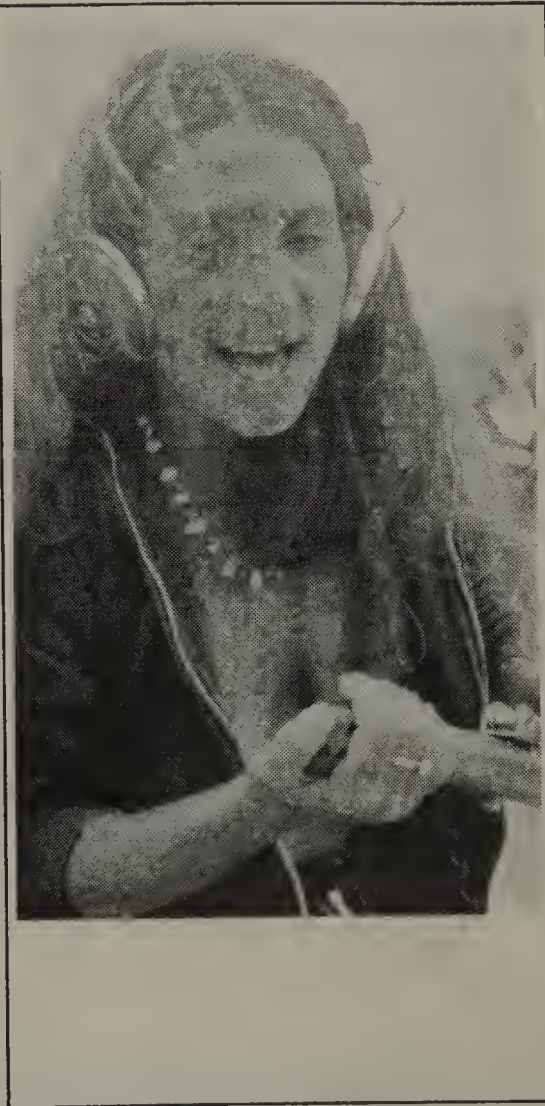


While making a headsail change on a black night, Tom disappeared overboard. No one saw him go. As he fell, Tom grabbed the sail bag he had been stuffing the jib into. As Silverheels charged through the night, the bag and Tom were dragged free of the boat. Tom managed to grab the jib and slowly pull himself back on board.

suddenly the squall hit, and no 35 knoter, but more like 50. In a matter of seconds the boat, after a few alarming deep rolls, was broached to lee, and the cabin windows in green water. I struggled out of the hatch and managed to release the main sheet traveler, allowing the main to jibe and the boat

situation. In this case it was that although I was soaking wet, and nearly naked, I was completely warm and almost enjoying the shower. When you're in the midst of a rain squall and high winds, and aren't freezing your ass off, you know you're in the tropics!

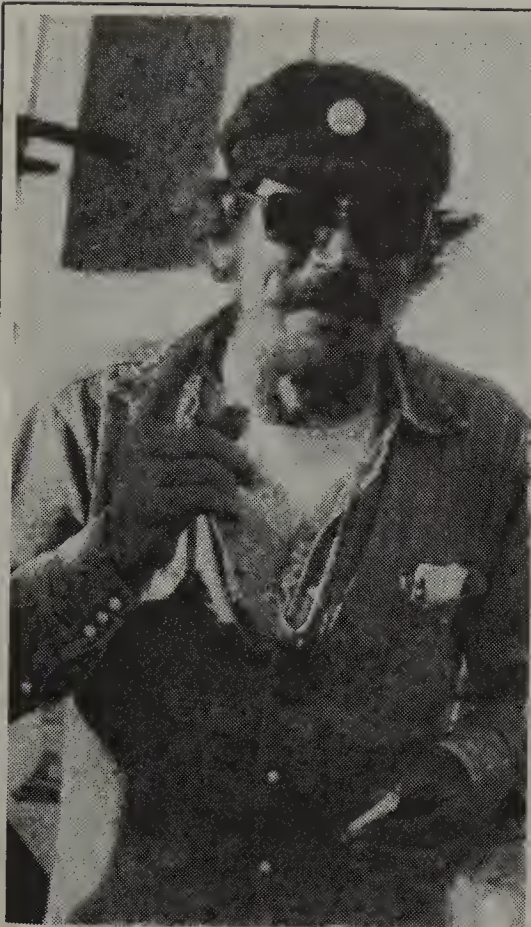
Soon the weather was back to the





# SEA SAGA

## and the crew



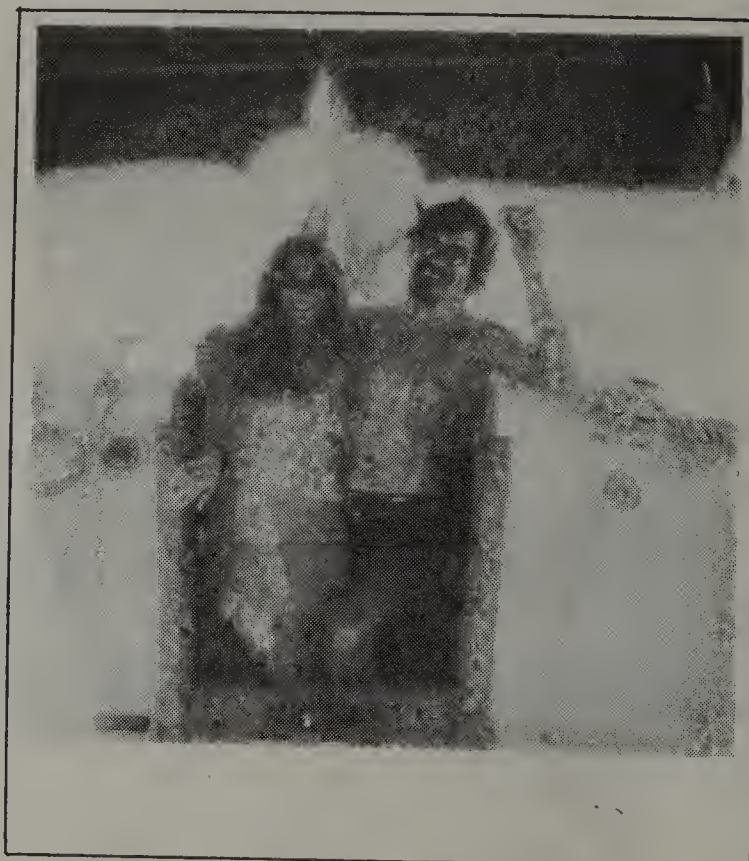
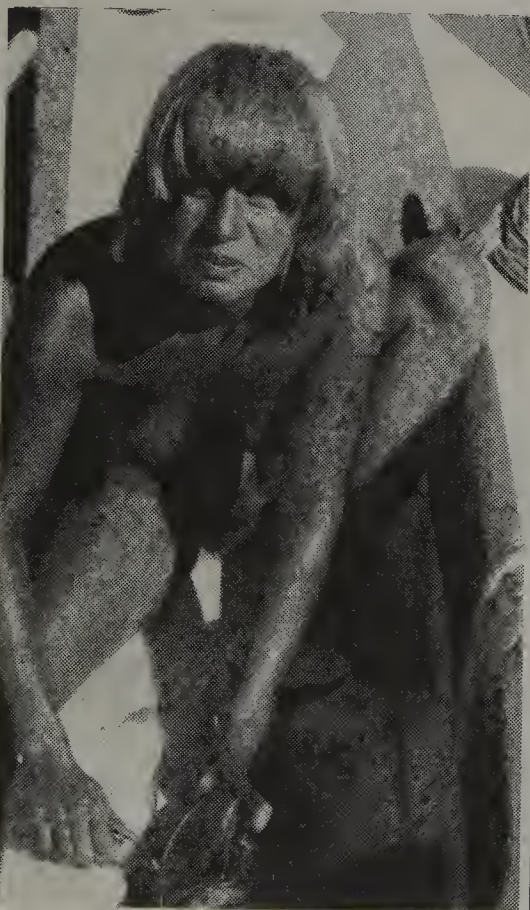
normal, but the same was not true for the ship's company. I was the only one aboard who had raced enough to have experienced a full out spinnaker knock down before, and two of the crew admitted to wondering if we were done for, and I can't say that I enjoy that sort of adventure myself. In order to enable everyone to retrieve their composure and confidence I had the genoa set and boomed out so we could take it easier for a while.

It wasn't until two days later that we reset the chute, and then only because I was alarmed about the chafe the genoa was suffering. I was adamant about setting the chute again. No problems arose for three more days until one evening, about 500 miles out, the N.E. trades began to back considerably. In a few hours we were forced to shorten sail drastically in the teeth of a foul wind of enough force to bury the needle on the 60 knot anemometer. Even though it had been a bad night, the sunrise the next morning more than made up for the discomfort. The riot of glowing solar colors and the visible rays of light gilding the white horses are not soon

forgotten, and with the dawn the trades returned to their usual quarter, so the night's discomfort was soon dispelled by a good breakfast under clearing skies.

When Maui finally poked her graceful peaks over the horizon at dawn two days later, excitement, barely suppressed until now, broke out in earnest among the crew, and I was experiencing the rosy glow that comes of finding a small island in the midst of the Pacific for the first time. Now I could actually say I was a navigator, and it was an excellent feeling. The sea is not one to allow complaisance for long, however, and predictably, after carrying us over 2000 miles without let up, the wind died out to a faint whisper. Modern sailors, we smugly started the iron stays'l, and chugged along for an hour. The engine sputtered, died, and an inspection revealed that we were out of gas!

After a few choice comments, the sails were set again, but the wind was so light that Tom, the mate, was able to launch our Avon and pass the boat to get in position for some pictures. After





# SEA SAGA

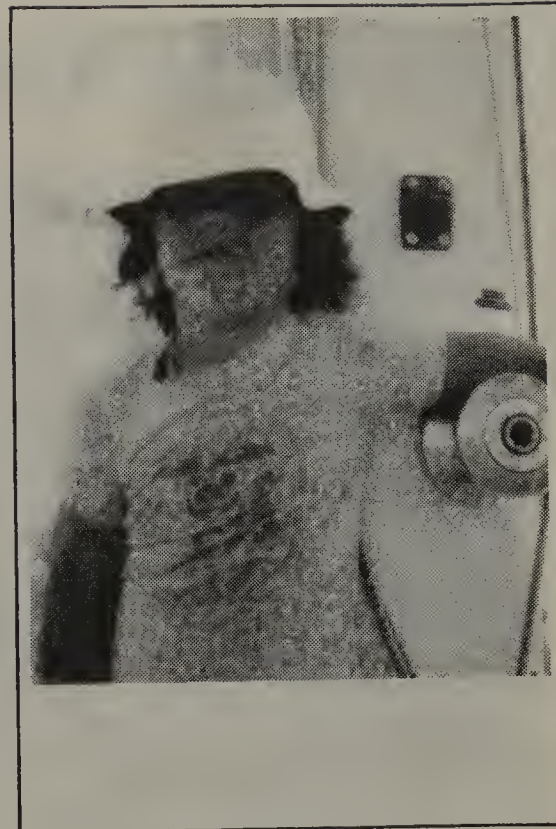
## of 'silverheels'

letting us cool our heels on the doorstep for a suitable period, the wind gods finally relented and sent us a zephyr strong enough to reach the anchorage off Lahaina. All hands turned to, the boat was put in order in an impossibly short time and there was a rush for the boats.

As we paddled away, I asked Silverheels to forgive us our abrupt departure, but unlike her, we were creatures of the land and were in need of its comforts. She had borne us well and I was sure she would carry us home again, but that was in the future and here before us was Hawaii. We had made the passage in 14½ days, with a

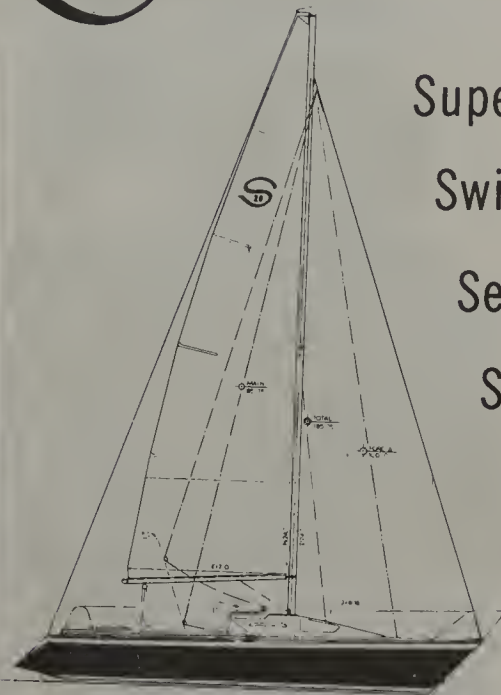
crew of seven including two women and two kids, a fact somewhat remarked upon by the knowledgeable. We had an excellent time, with just enough adventure to spice things up. Would I do it again? Definitely, especially since our return was in many ways easier than the trip over, and not much slower at 17½ days.

Sailing to weather is not as comfortable of course, but there is considerable joy in sailing a weatherly boat across the trades. The hardest part of the return is turning your back on the beautiful islands and sailing back to winter, so maybe next time we'll just keep going, and skip that part.



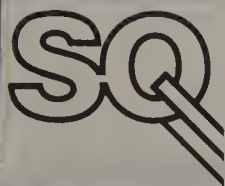


# Santana 20



Super  
Swift  
Sensual  
Sumptuous  
Seventy-Seven  
Schock  
Sloop

(For about the price of a used Cal 20!)



**Mariner Sq. Yachts**

Alameda

at Mariner Square

521-7030

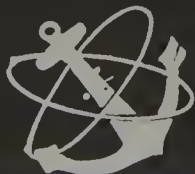
## MARINE ELECTRONICS UNLIMITED

QUALITY SALES SERVICE AND INSTALLATIONS

MODAR TRITON/MOTOROLA - TELCOR  
RAYTHEON/APELCO - INTECH MARINER  
KONEL/FURUNO - SIMPSON - SIGNET  
WOOD FREEMAN - NORTHERN RADIO  
COASTAL NAVIGATOR - ANTENNA SPECIALISTS  
DECCA - GEMTRONICS - DATAMARINE - J. & W.  
RIDGE - COURIER - E. F. JOHNSON  
SHAKESPEARE - BENMAR - ENCRON  
WESMAR SONAR - REGENCY - VDO  
STONER GORAL

SERVING ALL MARIN COUNTY SINCE 1964

1306 BRIDGEWAY  
SAUSALITO  
332-1749



145 - 3rd STREET  
SAN RAFAEL  
453-6141

## LOST AT SEA!

Don't let it happen to you. We offer complete schooling in all aspects of sailing. Come and see why we have the reputation of being Number One!

**Personalized  
Instruction**

**Quality  
Rentals**

Ask about our

**Bay Sailing Club**

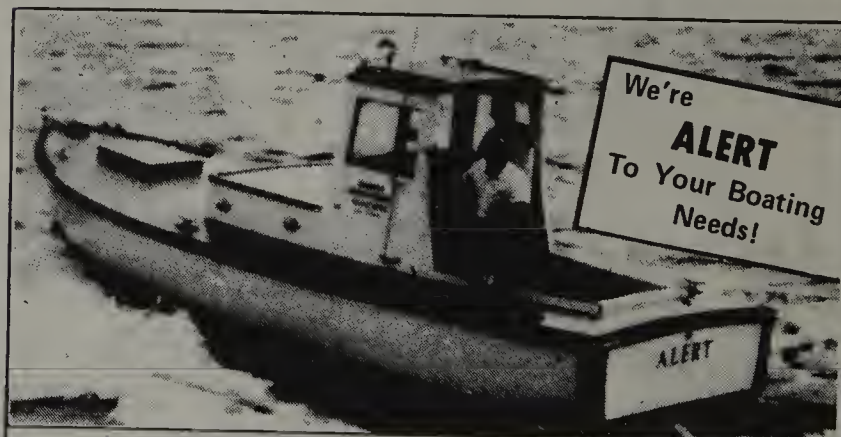
Coastal, Carribbean, and Hawaiian Cruises



*Sailing School & Charters*

11 Embarcadero Cove  
Oakland, Ca. 94606

Phone (415) 261-3844  
522-7760



## 24 HOUR TOWING & SALVAGE SERVICE

STAY ON  
THE GO!

415- 456-7886

EMERGENCY  
SERVICE

### AUTHORIZED DEALERS

Westerbeke • Onan • Universal

### ENGINE TUNE-UPS

**MARINE ENGINEERING**

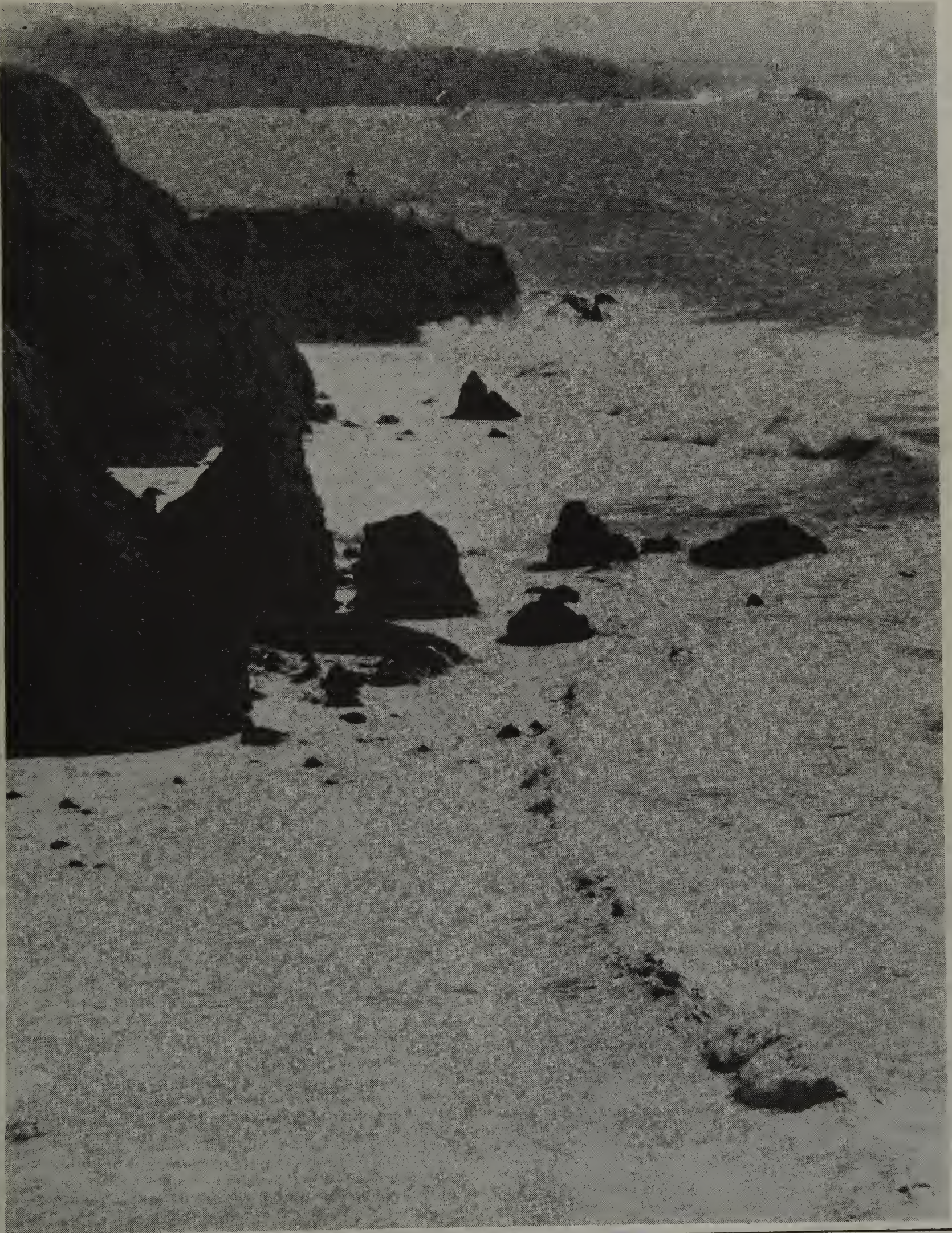
*Associates Inc.*



269 Third St., San Rafael - On the Canal



**BEWARE**





# BEWARE

*He (The Sea) cannot brook the slightest appearance of defiance, and has remained the irreconcilable enemy of ships and men ever since ships and men had the unheard-of audacity to go afloat together in the face of his frown.*

— Joseph Conrad

A long weekend, a swift change in weather, and the inherent danger of shallow water combined to bring injury, death, and destruction to northern California yachtsmen over Washington's Birthday. Long holidays and abrupt weather changes have a way of taking their toll on yachtsmen; only last Thanksgiving 39 boats were damaged on Santa Cruz Island when Santa Ana conditions hit with gale force.

Friday the 18th was an unusually warm winter day. Sailors' minds were geared for a warm leisurely weekend cruise, and the weather forecast seemed to reinforce this false sense of security. Saturday dawned with cold rain, thick fog, and heavy seas — a harbinger of a tragic weekend.

Sunday morning a small craft disintegrated off Point Bonita, claiming three lives. The Coast Guard arrived too late to find out what kind of vessel it was, or why it went down. Presumably it broke up in the heavy seas.

In the afternoon the skies had cleared up slightly, and boats headed out the Gate hoping to salvage more enjoyment from the so far disappointing holiday. A 38' cutter went out and reported large but docile seas in light airs, noting that their bowsprit didn't even get wet. Only an hour and a half later, Dick Levine, a Sausalito yacht dealer sailed out the

Gate with the ebb and punched through a wave to find "nothing on the other side." He took a bad fall and cracked several ribs. The boat shipped enough water to put the engine out of commission, and the 82' Coast Guard Cutter **Heyer** went out to lend assistance. Before they could arrive, the Heyer received a more urgent distress call from the sloop **Hot Tub**.

Allan Rubens and his companion Mary were returning to San Francisco from a cruise down to Monterey Bay. They had left Half Moon Bay that morning in Allan's Islander 28, and set a course for the inside buoy of the main shipping channel off Point Lobos. The seas were running 15 feet, and the wind 15 knots at the top of the crests. Hot Tub was also under power since there was not sufficient wind to fill the sails down in the troughs. Hot Tub was in the general company of several other boats when it was observed that seas were breaking some distance ahead, and even west of the course they were then heading. While the other boats continued toward the south channel, Hot Tub headed out for deeper water and safety. When Hot Tub was about 2 miles offshore, at right angles to Mt. Sutro and the shore, Allan suddenly saw a long breaking wave coming off their port bow. He headed the bow toward the wave, which was frothing into an estimated 25 foot wall of white water. The wave engulfed the boat from above the spreaders down, completely covering Allan and Mary in the cockpit. As might be expected, the mast came down, and before anything could be done the sails and rigging had fouled the prop and knocked out the engine. Although they were able to stay in the cockpit, Mary suffered several cracked or broken ribs. There were no other seas breaking in the vicinity, it had been an isolated breaking wave. Allan went forward to set the anchor, but the force of the wave had thrown it out of its recessed compartment. A spare anchor was set in 38 feet of water. Allan attempted to contact the Coast Guard by radio, then realized the obvious — the mast and the antenna were now beneath the boat. When Allan held a coat hanger on to the end of the antenna wire, Mary was able to reach the Coast Guard immediately. A rescue helicopter was hovering above in twenty minutes. It was decided not to air-lift Mary, for her ribs were broken and it was still rough, and Hot Tub seemed to be riding relatively well at anchor. Approximately two hours later a 44' Coast Guard motor lifeboard arrived, and just as it was becoming dark Allan and Mary were taken off Hot Tub. A member of the Coast Guard was left on board to await the 82' Heyer.

Mary was taken down below and strapped into the forward hold. The man at the helm strapped himself in, and Allan and one other member of the Coast Guard held on near the wheel. A short while after leaving Hot Tub, the 44' Coast Guard boat was rolled in a heavy sea. Allan was thrown through the hatch, and in chest-high water attempted to get Mary free. Allan kept thinking of the "Poseidon Adventure" and how, if he could get Mary loose, they would have to swim down to get out. As they struggled, the bow seemed to plunge toward the bottom, but in actuality the stern was rising and the boat, as designed, was righting herself. Allan clambered on deck to find both members of the rescue team groaning, but they quickly recovered. They had been upside down for an estimated 30 seconds. The boat had taken a large amount



of water, the electricity was out, the radio and radar antennas were gone, one engine was out, and the other was sputtering. Fortunately they were able to limp back to the Heyer now about ½ mile away. The Heyer, Hot Tub, and the motor lifeboat were able to make it back to Fort Point without further incident. However, the upper part of Hot Tub's mast could not be secured, and it had been dragging and banging all the way into port. Mary was taken to the hospital, while Allan stayed to pump out Hot Tub, now heavily laden with water — water assumed to have been shipped as a result of the tow.

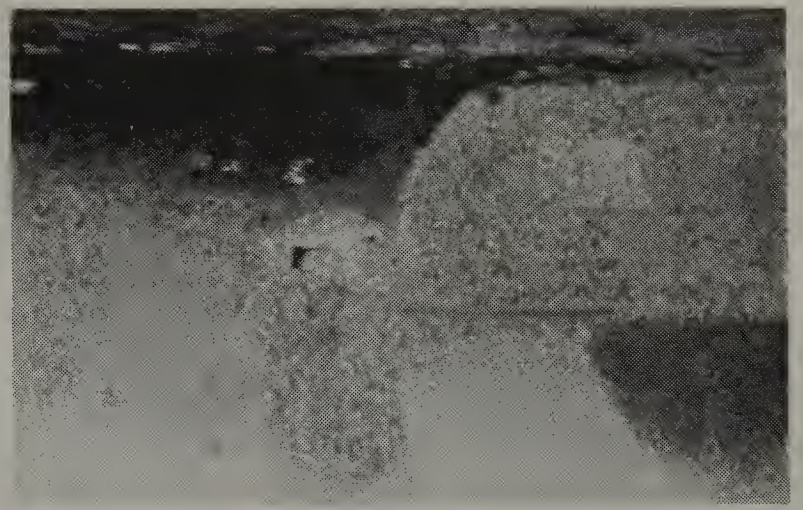
Hot Tub was taken to the Golden Gate Yacht Club, where early the next morning the harbormaster called Allan to tell him the boat was sinking at the dock. The boat was pumped out and taken to Sausalito to be hauled out. A four inch gash was found at the back aof the very top of the keel where the rigging had undoubtedly been chafing during the long tow. The sides of the hull were also scratched as was the rudder. A section of thick toerail was bent, attesting to the enormous forces that had been involved.

Allan assured us that he was very pleased with the boat, remarking several times of the structural integrity of a hull that had taken such a battering from the wave and even more the tow home. Had he been able to cut the mast loose, Allan believes there would have been no damage beyond losing the mast.

We spoke to Allan and Mary a few days after the incident as they were removing gear from the boat. Both were in good spirits, and Allan was eager to get things taken care of so he could get out sailing in Hot Tub again. Mary had not lost her interest in sailing, but would prefer not to be out in those conditions again.

While Hot Tub had been towed in, an Ericson 29 reported being out of gas in calm winds and very heavy seas in the northern end of the Potato Patch. With most of the crew seasick, they were instructed to anchor, which they did in 24 feet of water. They were told they would have to wait until circumstances afforded an opportunity to provide assistance. Apparently they made it back without too much difficulty, for they did not stand out among the numerous Coast Guard rescue operations that weekend.

A sailboat on a three-day shakedown cruise from Coyote Point was not so fortunate on Monday. According to Coast Guard reports, **Quest**, a Catalina 30, was dismasted about 10 in the morning. At 2 in the afternoon the Coast Guard received a rescue call from an observer on shore. A helicopter was sent out to the vicinity of Seal Rocks, and miraculously was able to set down on the surface in terribly adverse conditions. Two crew members were saved, one suffering from a broken leg. Despite the Coast Guard's heroic efforts, they were unable to reach the owner of the vessel before he apparently drowned. The seas were reported to be 15 feet, the wind 15 knots and the visibility about five miles. According to the Coast Guard report, a crew member stated that the **Quest** had been knocked down, dismasted, and damaged in the morning, and later on, another knockdown "caved in the side of the boat, and it sank in two minutes." Like Hot Tub, **Quest** had been making her way back from Half Moon Bay. Reportedly, it had been ½ to one mile offshore.



All of the incidents reported here had one thing in common: they all took place in relatively shallow water (25 to 40 feet) in areas notorious for their potentially hazardous conditions. Boats regularly sail these areas without incident, yet a change in tide, wind direction, or swell can quickly make these waters treacherous. Due to a lack of vigilance and a desire to make a vacation happen, we've been caught there in similar conditions ourselves. Fortunately, we had strong winds to help us get offshore quickly, and suffered no more than a severe case of fright. Beware.

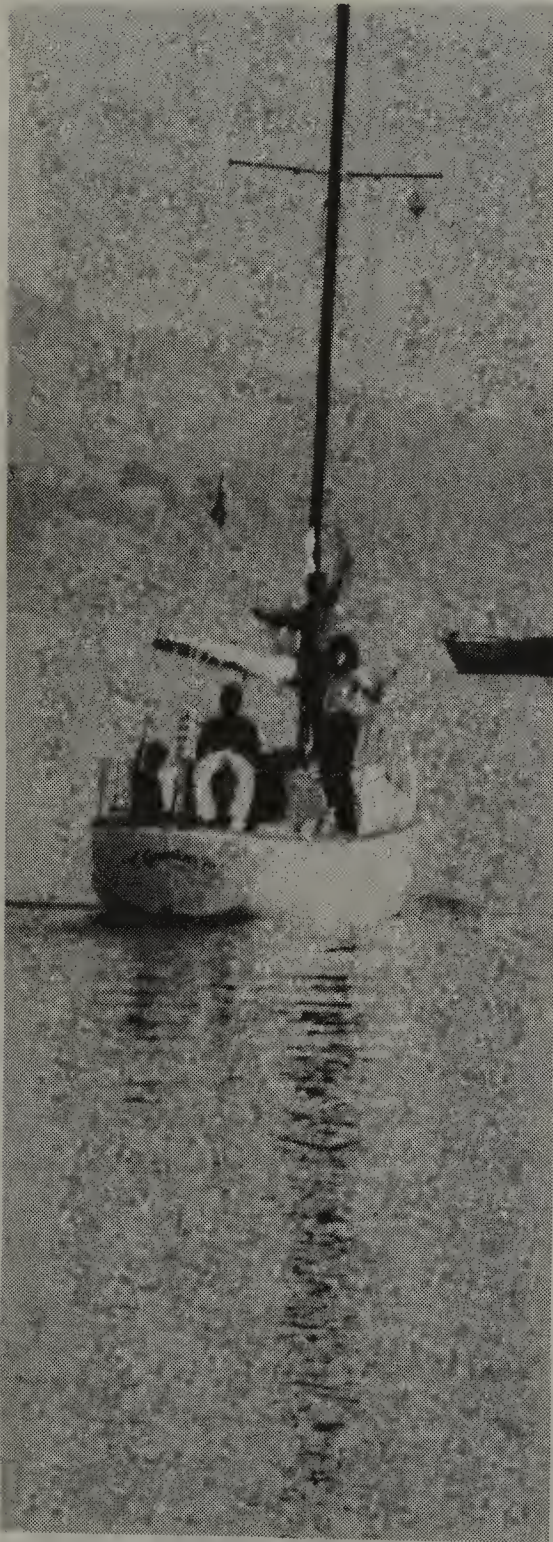




# CHANGES IN LATITUDES

*It's those changes in Latitudes  
Changes in Attitudes  
Nothing remains quite the same.  
With all of our cunning and  
All of our running,  
If we couldn't laugh  
We'd all go insane.*

—Jimmy Buffet & the  
Coral Reefer Band



## camembert

The first boat we have to report on has left on an extended cruise without intending to. Mikey Kelly, the dockmaster at Bauman & Miller, took his Columbia 29, **Camembert** on what was supposed to be a one week cruise to Santa Cruz. Shelley Stevens, Peter Pinkham, and Peter Serial went along as crew. Mikey insisted on taking an RDF along, which proved of little value when he discovered that his charts were so out of date that the beacon signals had changed. The compass also seemed deficient, reading off by as much as 30%, until the large stereo speakers were moved to the bow of the boat. Camembert left on a gorgeous winter day, and promptly ran into southerlies and one of the few rainstorms we've had all winter. An electrical fire broke out in a rainstorm when the wires on the fathometer shorted out, but the fire was quickly extinguished with little damage. Camembert left for Santa Cruz the day that Notices to Mariners reported shoaling conditions at the entrance to the Santa Cruz Yacht Harbor. Camembert approached the breakwater to find the entrance closed-out with breaking surf, even though it was high tide.

Mikey, an old surfer, elected to attempt to enter the harbor between sets, over the objections of the two Peters (Shelley had no say in the matter since she was asleep). Onlookers were treated to a thrilling drama as Camembert got caught by a breaking wave and was thrown on her beam-ends, and stopped just five feet short of the East breakwater. Shelley was disoriented upon waking, discovering that she was lying down while standing up. Peter Pinkham quickly pulled in the anchor that had fallen overboard, Camembert righted herself, and escaped into the safety of the harbor unscathed. Mikey reports that it is highly unlikely that he will be able to get out of the harbor until late in the Spring when dredging is scheduled to begin. Since Mikey lives on his boat, it doesn't seem possible he will be able to continue working at Bauman & Miller. He hopes to make the best of the opportunity and cruise South to Santa

Barbara when he is able to get out of the harbor, and plans to limit his future surfing to surfboards.

Entering shoaling breakwaters is no laughing matter. While Camembert escaped undamaged, other boats have been less fortunate in California this year. Late last year, a Catalina 22 got trapped in the shoaled entrance to the Ventura Harbor and three people were killed in the heavy surf.

## javelin

Max and Suzanne Cheshire, originally from Alameda, left Sausalito for San Diego and have since left for the Marquesas. Their boat is a 38' Javelin, an early sixties fiberglass sloop designed by Tripp. Max, a French Chef, was reportedly going to effect minor repairs and learn celestial navigation on the way to the South Pacific. Good luck!

## delphys

In February we had the good fortune to bump into Bob and Margaret Cassero, and their son Danny while walking along the harbor in Santa Barbara. The Casseros had just sailed south from Pelican Harbor in Sausalito in their Pearson Vanguard, **Delphys**, on their way to Mexico. They reported an arduous and sobering trip.

The two things they could especially have used were a steering vane and an RDF. Their son Danny was seasick most of the time so it was 12 hours on and 12 hours off — tough duty. Strong winds and a heavy sea made Bob's first sextant shots difficult, and they found themselves passing between two of the Channel Islands when they thought they were headed into the Ventura Harbor. They found fatigue a valuable asset in making incorrect sightings and fixes. They liked the way the Vanguard had handled the weather, and were thankful for the storm sails they had picked up as an afterthought. In their fatigue, reefing had taken them almost an hour in the rough conditions, and they thought it might have been easier if they had practiced more. The Cassero's



# CHANGES IN ATTITUDES

are looking for more pleasant conditions and warmer weather now that they have passed Conception.

We stopped by their boat the next day, and while his parents were gone, Danny Cassero gave us the 'real' story on their trip. Here's how he told it:

"The kid, Danny, 13, played a heroic part in saving the boat. His parents were so exhausted from three days sailing that they gave the helm to the kid while they slept at night. He safely passaged the boat directly south from Monterey Harbor. While the kid tied the tiller down, he took the sextant out of the box and took 5 shots and held the stop watch at the same time. He took out the San Francisco to San Diego chart, and from celestial navigation school proceeded to put down figures on the chart to see where he was. He took the hand-bearing compass and shot the buoy that was supposed to be 10 points off starboard, and put the heading down and steered it on the compass. He found himself 20 miles south of Santa Barbara Harbor."

Danny said he liked the dolphins, although the whales scared him. Danny didn't like the "gigantic seas or kneeling in front of the head. "I didn't eat a thing for four days so when we got to Santa Barbara I went to Rudy's for a burger. That's what kept me going, the image of a big double cheese burger. We'll head south to Santa Monica Bay and probably get lost again," Danny concluded. When Danny turns 17 he is going to join the Navy and later own a fleet of tug boats. It will be called the **Cassero Company**, and Danny will be the driver of the big tug that tows the ferries.

## ishi

Matthew Martenyi has left from San Francisco and is now in Ventura on his way to Mexico. Matthew went with friends Kim and Marni in December on a Stephens Bros. Junior Clipper. The boat is a 25'6" hard-chime ply hull and named **Ishi** after the famous anthropological Indian. The Junior Clipper was built in 1952, and is believed to be one of the last of the class. Matthew reported the trip down very calm, having to motor 80% of the time. Coming around Conception an

accidental jibe whipped the boom around despite the preventer and broke the boom like a matchstick. A short time later the engine conked out and Ishi was sailed and paddled the rest of the way into Santa Barbara. The boat is equipped with a homemade steering vane that was built by the previous owner. Matthew has a main, working jib, a spinnaker, and a drifter that rips every time he sets it. Matthew plans to cruise the Channel Islands before heading south into Mexico, and return at the end of summer and prepare for the bar exam.

## mi sueno

Stan "The Sausalito Man" reports the following departures:

A marconi cutter, **Mi Sueno**, 33' with a gas auxiliary has left Sausalito for Cabo San Lucas. At last report, Mi Sueno had left Cabo for Hawaii. Much of the equipment on board, including a self-steering vane, were built and installed by the owner, Hyme Muniz. Hyme left with a crew of two, including "one blonde about 5'8", with a cute figure and a new aqua Volvo."

The 3-masted 50' junk, **Richmond**, left late February for Costa Rica. The Richmond is fir planked on fir frames with fir ceilings. Both the Richmond and its Hicks engine were built in the bay area between 1910 and 1915. The Richmond was originally a harbor tug, then saw service with Southern Pacific and Standard Oil a number of times, and in between served as a private tug and a fish boat. The vessel was purchased by the notorious "Redlegs" rock and roll band for a reported \$1000. The band has spent the last three years preparing for the voyage.

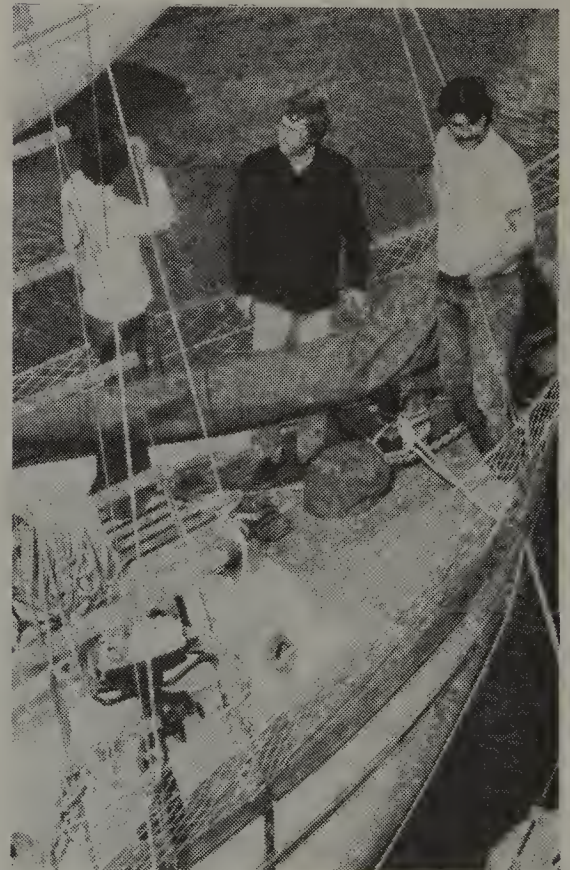
The Hicks engine starts on gasoline, then when it warms up, the timing is retarded and it runs on diesel. Joe Tate is the Captain of the Richmond with Kim, Bill, Sandra, Jeremy, Claus and others as crew. They plan to make music in Costa Rica and then head for Hawaii.

## renaissance

Virg, Pam and 13-month-old Chris Erwin have left Sausalito for San Diego and then the Marquesas. Paul Galleger will accompany them for the first 3 to 6

months on their Westsail 32, **Renaissance**. The Erwins started planning their trip 4 years ago, and while they had originally planned to be gone for 3 years, increased outfitting expenses might cut that time in half. After getting to the Marquesas they plan to head for Tahiti and just cruise the South Pacific.

Renaissance is equipped with an Auto-Helm wind vane that Virg likes because it has a trim tab on the main rudder and can be reefed-down. They are taking five sails, including a 4 ounce 450 sq. ft. headsail for the trades. Virg is planning on navigating by DR and a sextant, and is going to toy with a Commodore N-60 Navigational Calculator, which looks impressive, but is thus far uncomprehensible. The Erwins are going to chlorinate their tanks, being suspect of the water they may have to use. A Sears charcoal filter is going to be used to filter the drinking water, and they plan to change cartridges every six months.





# CHANGES IN LATITUDES

## taku-totem

Vern and Sheila Elliott and children Lisa, Shane, and Stuart have left Sausalito for the South Pacific in the 41' Bounty II, **Taku-Totem**, spirit of the wind, named after the williwaws off the Taku Glacier in Alaska. The Elliotts bought their Bounty in Sausalito more than a year ago, and had a bad experience on their way up to Seattle. Just hours before they had to leave, someone drilled a hole from the head exhaust into the water tanks, the result was an unsavory water supply that had to be boiled whenever they wished to suffer through any coffee, tea, or Tang.

The Elliotts have headed straight to the Marquesas from Sausalito, explaining that you can't spend money in the middle of the ocean. After staying in the societies for 2 or 3 months, they plan to go to Hawaii to meet friends, and then spend the next 5 to 10 years in the South Seas. Taku-Totem has a Hydro-vane, and is rigged with twin 1.5 oz. staysails, as well as 5 other sails. The original Atomic 4 has been replaced with a Starret diesel. The Elliotts carry a Ra-Alert system which buzzes when they are within 2 to 8 miles of an operating radar, and can be switched to signal constantly or with each sweep of

the oncoming radar. The unit can be covered with foil, except for a slit, and be used to determine the direction of the radar. They have used the unit and say it works well. They also carry a Sea-wife masthead tri-light which is good for heavy swells, and includes an anchor light that can be used to transmit Morse Code. They will navigate by DR and sextant. Most of the lights have been replaced with fluorescent to conserve battery juice.

## red rebel

A Palmer-Johnson 36, **Red Rebel**, has left on an unusual cruise to the Caribbean. Originally from Toronto, Rebel left Sausalito with owner Dr. David Parkinson heading for Ventura where the boat is to be put on a truck, shipped to Texas, then sailed to the Carib.

## baltic cruiser

An un-named Baltic cruiser, 29', left Sausalito for San Diego and eventually Hawaii. The boat is made of Euro plywood and covered with glass, and comes equipped with a Seagull outboard. The owners reportedly bought the boat with money saved while working on the Alaska pipeline. They

claim to have no sailing experience at all, and hope that lots of "kayak time" will suffice. The owners John and Weiland spent a week building a good-looking self-steering vane.

## aprima

An unusual looking vessel, the 35' **Aprima**, has left Sausalito for points south. The custom design is strip-planked with cedar and covered with a mat and roving styrene cover. The fin keel boat is equipped with a Saab 10 h.p. diesel and a variable pitch propeller. Daniel Danielson, his wife, Justine, and two children comprise the ship's company. The Aprima is reportedly to cruise with the previously mentioned Baltic cutter.

## cubuf

The 42' Alden schooner, **Cubuf**, is headed for Mexico from Sausalito, eventually planning to head farther west. Jay, the owner has spent the last two years totally rebuilding Cubuf after she was sunk off the Sausalito waterfront by a negligent fish boat. Jay and his crew Arnold have done a commendable job restoring the boat. Cubuf, an almost permanent fixture on the Sausalito waterfront will be missed while she is gone.

## dos amigos

A 60' Chappell gaff-rigged ketch, **Dos Amigos** is departing this month from Oakland for an extended cruise down the coast through the Panama Canal and finally to Florida. Dos Amigos was built in 1947 and has tackled the Horn, and the Amazon River during its youth. A previous owner had a dismasting two days out of Mexico enroute to Hawaii. Jury rigged, Amigos made the islands in 40 days. Owners Keith and Wayne Jones will have Wayne's two daughters, Laurie — 12, and Susan — 10, as crew. The two girls' Lafayette schools have been extremely cooperative in planning for the girls' education, books, materials, and encouragement. Amigos uses a Triton Aircraft Omni for navigation. The Jones brothers suggest that Omni has an advantage for navigation in that local deviation has already been calculated and adjusted for at each station.

*We are interested in any voyages by northern California sailboats and sailors. Please keep us informed. Photos appreciated.*







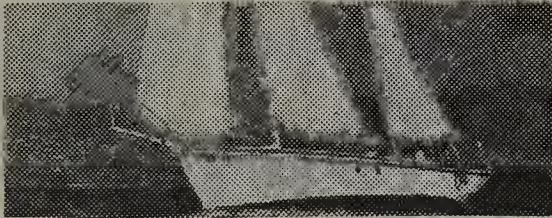
# Edgewater

**YACHT SALES, INC.**

POST OFFICE BOX 943 BRIDGEWAY AT TURNEY SAUSALITO, CALIFORNIA 94965 (415) 332-2060



**34' Block Island Ketch**, powered with Westerbeke 4 cyl. diesel. Fast, beamy, and very salty. Lots of hand-carved wood & maintained by a perfectionist. Try \$22,500.



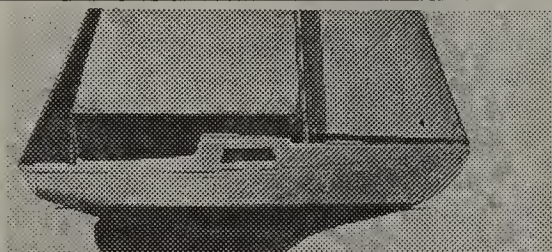
**41' Diesel Ketch**. This fine cruising yacht has been around the world once and is ready to go again. Powered by a Lister diesel, comes with 8 sails, hot water, windlass, fatho, RDF, auto-pilot, etc. Accomodations for 6. Only \$34,500.



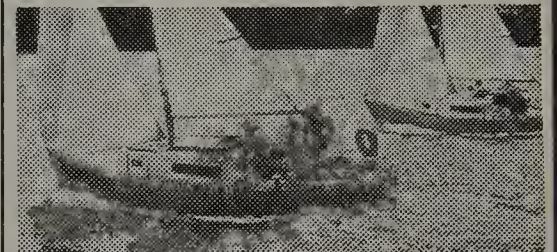
**Anacapa 40'** world cruising sloop. All one piece hand-laminated fiberglass. Has mid-ship cockpit and double cabin layout. Luxurious interior, diesel powered and loaded with equipment. Only \$60,000.



**Gladiator 24'**. A Lapworth designed full-keel sloop with over 50% ballast to weight ratio. Hull just refinished, interior has new fabric upholstery, galley and head. Only \$6350.



**Islander Bahama 24**. A full-keel sloop built of hand-laid fiberglass. A very clean, well laid out and well equipped boat at a low price. \$6350.



**Morgan 25**. A very well built full keel shoal draft go anywhere racer-cruiser. Excellent condition and very well equipped. Asking \$10,500.

# SKIPPER'S

**YACHT  
SALES**

classic wood  
&  
glass boats



at one of  
the bay's  
oldest harbors

Take the helm of this 32' Classic gaff ketch. A Trans-Pacific veteran, this beauty is equipped with a 20 h.p. Saab diesel. Try \$33,000 at Skippers! Many more.

**1535 Buena Vista Ave. Alameda**

**(415) 522-6500**



## Complete Ship's Chandlery

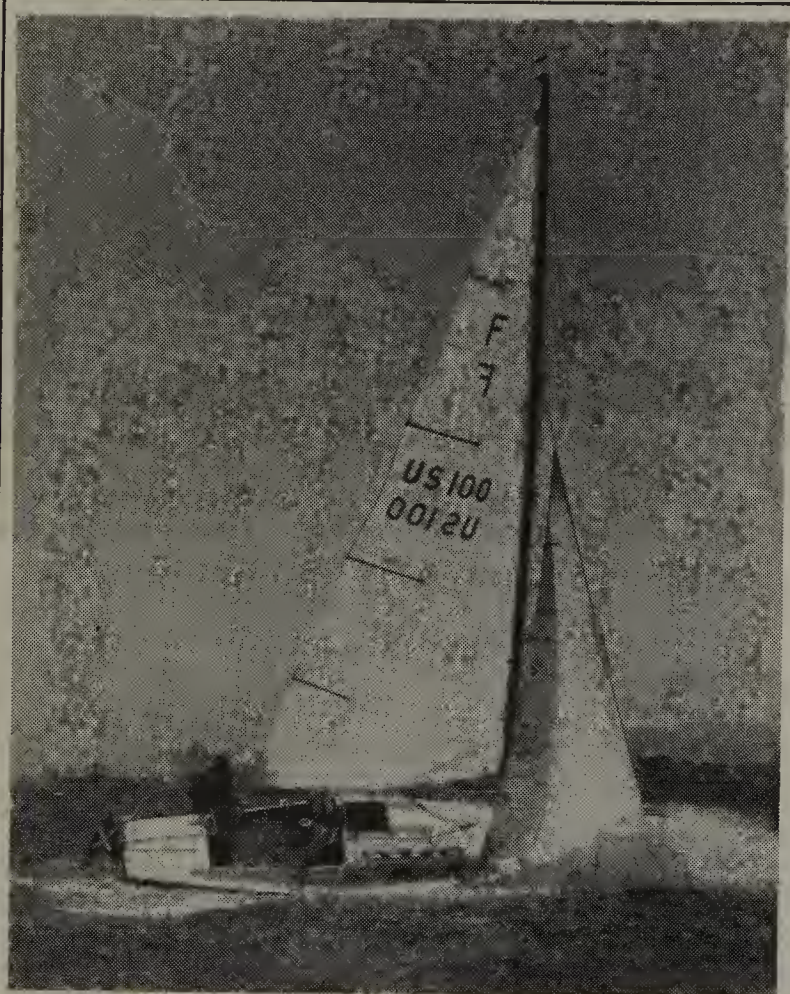
Sperry Topsiders  
Atlantis Foul  
Weather Gear

## O'Neils Yacht Center

Santa Cruz  
Yacht Harbor  
408 478-5200

**RANGER**  
**SANTANA**  
**HOBIE CATS**  
**LASER**

FABULOUS FOLKBOATS FOREVER — FANTASTIC FOLKBOATS FOREVER — FABULOUS FOLKBOATS FOREVER — FANTASTIC FOLKBOATS FOREVER



## Nordic FOLKBOAT

This new "old" sailboat is an exact duplicate, in molded fiberglass, of the internationally popular NORDIC FOLKBOAT, a proven One Design capable of racing and cruising in all kinds of weather.

It meets all the measurement and weight requirements of the original design.

The only difference is the super-strong and easy-to-maintain fiberglass hull and deck.

It looks like a Folkboat . . . It sails like a Folkboat . . . It is a Folkboat.

## SVENDSEN'S BOAT WORKS

1851 CLEMENT AVE ALAMEDA 522-2886

**AL'S MARINE STORE**  
Complete Chandlery  
364-0288

**AL'S YACHT BROKERAGE**  
Home of the Bay Island 30  
364-0261

**PETE'S HARBOR**

**REDWOOD CITY**

## ERIKSSON SPARS

MANUFACTURERS OF METAL MASTS and BOOMS



### COMPLETE WELDING SERVICE

- Custom Aluminum Masts & Booms
- Complete Hardware
- Rigging and Wire Service
- Custom Made Fittings
- Samson Braid — All Sizes

### SPARS IN STOCK

STAR, F.D., F.D. JR., SOLING, FIREBALL, MERCURY,  
SNIPE, 110, 470, 505, CONTENDER, ETC.

20 SHORELINE HIGHWAY  
MILL VALLEY, CALIF. 94941

For Information  
(415) 332-2518



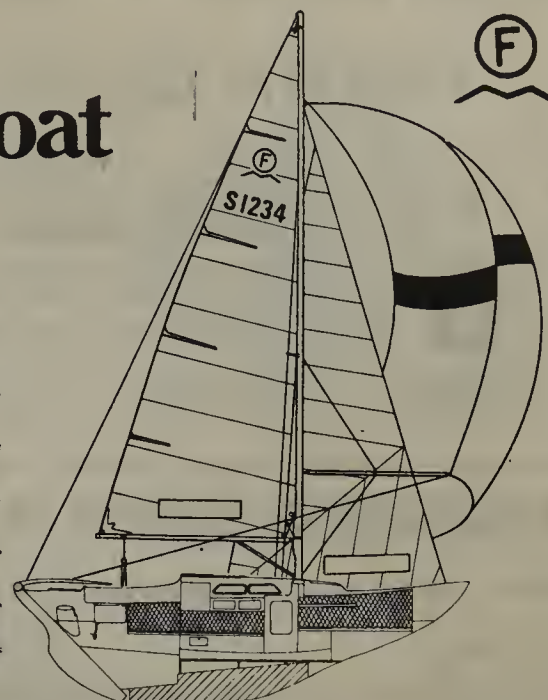
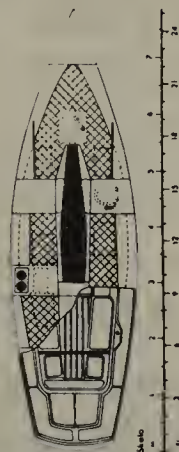
# Brokers Of New Or Used



*Let us sell your  
old sails for you  
or  
send for our current  
list of beautiful  
cruising sails at  
bargain prices.*

**Industrial Center Building No. 105  
Gate 5 Road  
Sausalito, CA 94965 (415) 332-9515**

# the IF-boat



**Dealers For:**  
Cape Dory 19' - 25' - 28' - 30'  
Hunter Sloops 25' - 27' - 30' - 33'

26' International Folkboat  
26' Marieholms Sloop  
32' Marieholms Sloop

**YACHT BROKERAGE — ALL MAKES, ALL SIZES**

## PACIFIC YACHT SALES

PACIFIC MARINA

phone 415-522-1877

ALAMEDA, CA 94501



## KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor  
557 Francisco Boulevard  
(415) 456-1860



**50' SEA OBSERVER.**  
Professional's obligations  
prevent circumnavigation. She's  
ready for you and a crew of 7.



**55' SEA GYPSY,** custom  
designed oak on oak ketch. 2  
double cabins, will cruise 9 in  
comfort. Freezer, shower w/tub,  
zodiac, and much much more.

46' CARPENTIER KETCH - aft cabin	try \$65,000
45' MATTHEWS D/E CUTTER - good cruise	\$35,000
40' GARDEN SLOOP - diesel cruiser	\$35,000
37' ISLANDER - Just back Hawaii	\$45,000
32' FC SAMSON C-MIST - pro. built	try \$26,500
31' ALLIED "SEAWIND" - ketch	\$29,900
32' SWEDISH MOTORSAILER	\$15,500
30' H-28	\$16,900
30' CATALINA 30 - clean .5	try \$24,000
26' SEABIRD YAWL - clean	\$9,600
26' FRIENDSHIP SCHOONER	try \$21,000
25' FRIENDSHIP SLOOP blt. '76	\$21,900
25' CAL 25 - 6 sails,	\$8,500

## BOB TEFFT CRUISING

415-332-3690



**2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965**



*Selected Listings*



30' Alden heavy diesel cutter, a beauty	\$19,500
30' Atkin "Little Maid of Kent" diesel schooner	\$26,500
32' Westsail diesel cutter, 1976	\$59,500
35' Garden diesel ketch, loaded with cruising gear	\$38,500
35' Wanderbird diesel ketch, new sails	\$45,000
37' Monk diesel ketch, just returned from a cruise	\$49,500
38' Atkin "Ingrid" diesel ketch, 1½ circumnavigations	\$54,000
40' Linderman diesel cruising sloop, very special	\$58,000
40' Crockett diesel schooner 1960, Maine built	\$48,500
40' Garden FG diesel ketch 1972 "Sea Wolf"	\$48,500
40' Mariner diesel ketch 1965, cruise ready	\$60,000
41' Stone diesel cutter 1951, fully equipped	\$48,000
41' Block Island diesel cutter 1961	\$45,000

**EXCLUSIVE DEALER FOR THE FAMOUS FREYA 39**



MARINE SURVEYOR

(415) 388-2239

## FRANK OLIVEIRA

Call Before 9AM or After 6PM

Available Seven Days a Week



### GEORGE GIANOLA & SONS

BOAT COVERS - CUSHIONS & DRAPERIES  
HIGHEST QUALITY WORK

FREE ESTIMATES

210 HARBOR DRIVE  
SAUSALITO, CALIF. 94965  
332-3339

## SAUSALITO YACHT HARBOR

HAUL OUTS — CHANDLERY — YACHT SALES

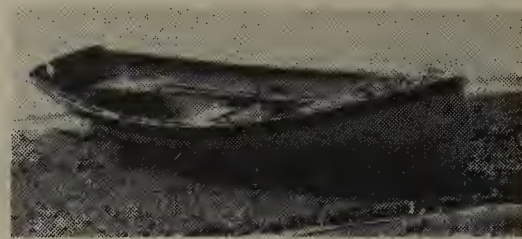
332-5000

332-5000

Rigging — Tune-Ups — Marine Maintenance

## Peter Jones

387-6655



### WEST COAST WHITEHALL

A FINE PULLING BOAT IN THE  
BEST OF THE WHITEHALL TRADITION

In kit form of hand lay up fiberglass with full floatation.  
Patterns for seats, gunwhale, etc., included. Completed boats  
on request, trimmed in woods of your choice.

TOM WYLIE DESIGN

1924 WILLOW ST. ALAMEDA CALIF. 94501 521-3272

## Classified Ads

next month in the Opening Day Issue.

15,000 Copies!

DEADLINE: APRIL 10

(Ads can only be accepted by mail)

\$10 - 35 Words

# SAILBOAT CHARTERS

## Three 41' Sailboats To Choose From!

### CALL 332-4342

## To Our Readers:

Please let our  
advertisers

know you read

Latitude 38.

## To The Northern California Sailboat Industry:

We're proud of our  
low advertising rates:

Full Page \$195	1/4 Page \$74
Half Page \$118	1/8 Page \$48

Call Kathy McCarthy 332-9520  
(mornings are best)

(Sorry if we missed you for the first issue.)





**1311  
Embarcadero,  
Oakland**

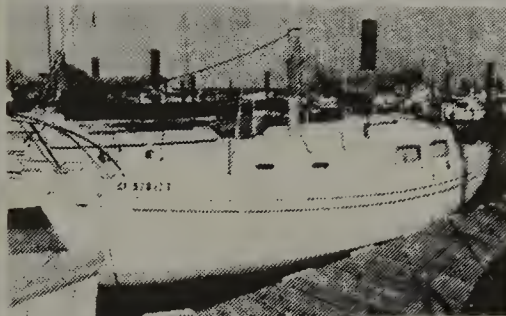
**(415)  
261- 0600**



**Broker, Bob Shaw**



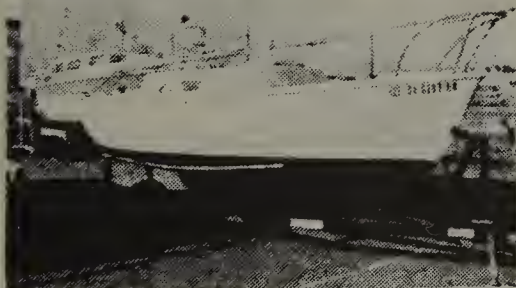
**40' Cheoy Lee.** 1967 Tri-cabin sloop, fiberglass hull, teak decks & cabin, 68 hp Volvo diesel, much more equipment. In Bristol condition & ready to cruise \$60,400.



**27' Coronado.** 1971, 10 hp Mercury, main, 110 jib, spinnaker, weather band radio, depth finder, RDF, new interior. \$11,500.



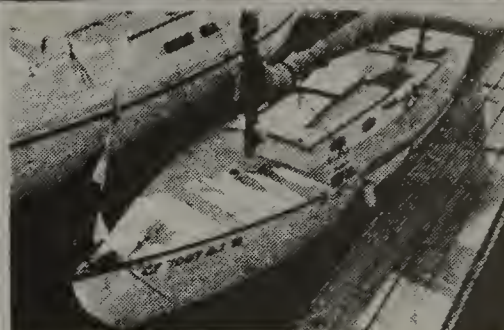
**41' Gulfstar.** Center cockpit sloop, Perkins diesel, icemaker, microwave oven, VHF, D/F. Loads of sails, ready to sail. \$57,500.



**20' Balboa Sloop.** 1971, 3.6 hp Chrysler, main jib, storm jib. \$3,600, including trlr.



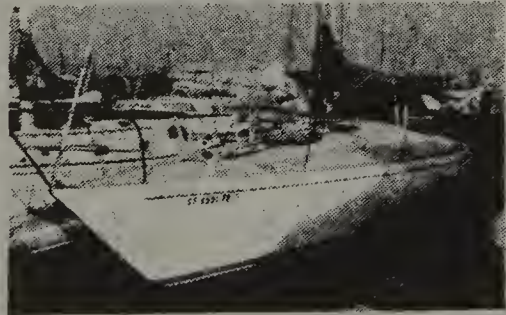
**23' Bear Sloop #5.** Seagull 4 hp, main, self-tending jib, Spinnaker, full boat cover. \$4,295.



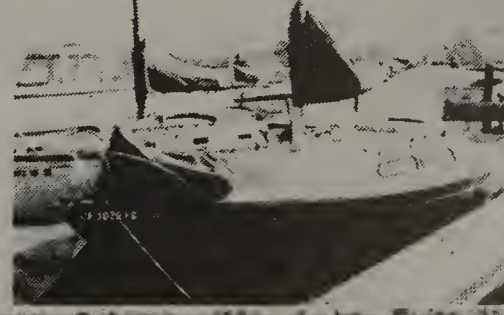
**Treasure Island sloop.** 1956, Evinrude outboard power.



**23' Bear Sloop.** 1976, built at Stones Boatyard, main, jib, club jib, spinnaker, seagull 4 hp. \$8,900.



**36' P & J.** 1974, Volvo diesel, sloop rigged, loads of equipment. A beautiful racing or cruising yacht, must see to appreciate. \$65,000



**25' Bahama.** 1974, 6 hp Evinrude. Designed by Joe MacGlasson. Full keel, 7/8 rigged, a rugged Bay or coastal sloop. \$10,000.

**Call for  
latest  
listings**

**40' CHALLENGER  
30' CHEOY LEE KETCH  
26' CHEOY LEE SLOOP**

**Gorgeous  
Top Construction  
Estate Sale**

**\$59,500  
\$22,000  
MAKE OFFER**

**Most boats  
here at  
our docks**



# wave traders



1702 BRIDGEWAY BLVD · SAUSALITO CALIFORNIA 94965 · 415-332-3661

## SAVES YOU MONEY

### BROKERAGE BOATS

27' CAL	13,500
28' CROSBY CUTTER	13,500
44' GARDEN SLOOP	55,000
65' CLASSIC TUG	65,000

### ELECTRONICS

HI-GAIN	Hi Seas 55 Channel 25 Watt Synthesizer VHF	556
BENMAR	555 A RDF	238
GEMTRONICS	GT 25	319
ONE ONLY SEA SEAFARERE	Only dpth Sounder	135

### YANMAR DIESELS

8 HP	1 Cylinder Vert. or Horiz.	\$ 1450
12 HP	1 Cylinder Vert. or Horiz.	\$ 1700
20 HP	2 Cylinder 2:1 or 3:1	\$ 2200
30 HP	3 Cylinder 2:1 or 3:1	\$ 2600

All models may be either hand or electric started. Prices include alternators, engine mounts, instrument panels. Installation available.

### GENERATORS

### HONDA

### OUTBOARDS

from 400 to 5000 Watts

Long Shaft 7½ H.P.  
Short Shaft 7½ H.P.

### ENKES WINCHES

MADE IN HOLLAND,  
FINEST QUALITY  
NEW WINCHES. PRICED  
RIGHT FOR YOU, ALWAYS  
AVAILABLE FOR LESS.

### HARDWARE

No. 8 CPB	\$57
No. 12 SS	\$90
No. 18 SS	\$152
No. 20 SS	\$188
No. 22 SS	\$214

EVENRUDE: 3 H.P. —Folding — \$200  
CHRYSLER: 5 H.P. —Like New —\$300

### USED

ONE NEW AVON REDCREST \$490

### AVON

### ROPE

	1/4	5/16	3/8	7/16	1/2	5/8	3/4
Dacron	7c	12c	17c	22c	27c		
Blue Nylon			15c		22c	32c	45c
Sampson	15c	20c	25c	32c	42c		

GUSHER 8 \$25  
GUSHER 10 \$50  
GUSHER 25 \$96  
GALLEY GUSHER \$18

### WHALE PUMPS

GENUINE

**CQR**

ANCHORS

\$25 — 115

\$35 — 140

\$45 — 140

### SEA WITCH

CUSTOM CANVAS FOR BOATS AND PEOPLE

#### CANVAS

Jackets and shirts	from \$35.00
Tote and Duffel bags	from 8.00
Visors, Baseball caps, Southwesters, Ladies hats	from \$4.00

#### ACRILLON

Sail Covers	from \$5.00/Ft.
Winch Covers	From \$6.00

Dodgers, Hatch Covers, Awnings,  
and Small Boat Covers —\$10.00/hr. for labor  
plus materials.

Burgees and flags made from 1.5 oz. nylon rip stop — silk  
screened with nylon ink. Price on application.

We will also supply you with the material, thread, grommets,  
snaps, webbing, and tools to make your own covers, bags or  
whatever. At competitive prices.

## SPECIAL WITH THIS AD

40% OFF THE LIST PRICE ON ANY AMOUNT OF PAINT AT WAVE TRADERS!

Offer expires April 15, 1977